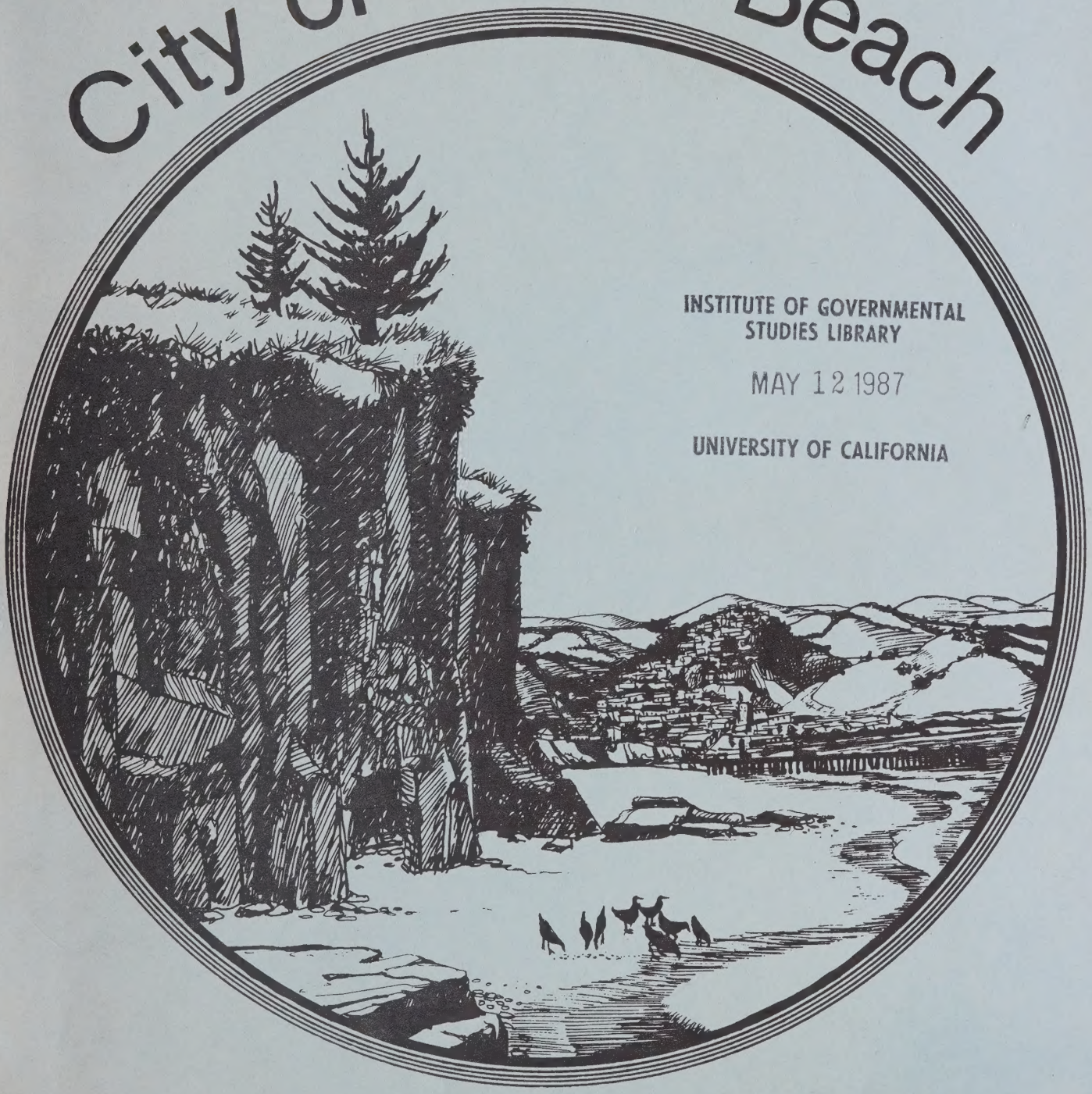
City of Pismo Beach



General Plan

1980 - 1995

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CITY OF PISMO BEACH

GENERAL PLAN

1980 - 1995

prepared by

City of Pismo Beach
P. O. Box 3
Pismo Beach, California 93449
(805) 773-4657

ADOPTED JANUARY 23, 1981

UPDATED FOR AMENDMENTS AND CORRECTIONS
THROUGH JANUARY, 1985

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LOCAL COASTAL PLAN CITIZENS' ADVISORY COMMITTEE

Sherwood Barkdull
John Dillon, Chairman
Nebb Eldwayen, Mayor
Galen Fox, Planning Commissioner
Erna Knapp, Planning Commissioner
Ural Foresee
Karen Leonard
Effie McDermott
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CITY COUNCIL

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Robert Martin
Grace Dillon
Ural Foresee
Robert Carter
Marian Mellow
Bill Richardson
Scovil Hubbard

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(1978 - 1980)

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Erna Knapp
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Susan Livenick
Mario Marioncelli
Robert Newton
Wilbur Wright
Galen Fox
Frances Schimandle
Evelyn Delany
Charles Hatch

(After 1980)

Dick Whittington
Effie McDermott
Don Thompson
Dave Rhiner
William Sullivan
Dorman Buttram
Dick Morrow
Hardy Hearn

CITY STAFF

Wayne Hoereth, City Administrator
Ray Gibbs, City Administrator
Les Crist, City Administrator

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Dave Watson, Public Services Dir.
John Wilbanks, City Planner
Mary Reents, Coastal Planner

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Bob Hantke, Building Official
Nick Andrade, Building Official

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Adrienne Fountaine, Admin. Secretary
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Kook Sun Lee, Planning Aide
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May Wong, Planning Aide
Linda Mabon, Planning Aide
Mary Gundert, Planning Aide
Scott Vernon, Planning Aide
John Baucke, Planning Aide
Andy Radler, Planning Aide
Keith Boyle, Planning Aide
Mary Chang, Planning Aide

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

I. INTRODUCTION

THIS GENERAL PLAN IS THE CITY'S CONSTITUTION FOR THE NEXT FIFTEEN YEARS. THE COASTAL ACT OF 1976 HAS BEEN INCORPORATED INTO THIS PLAN.

I. INTRODUCTION

A. THE GENERAL PLAN

The Pismo Beach General Plan-Local Coastal Plan is the City's constitution for land use decision making for the next fifteen years.

The State of California requires the City to prepare and adopt a comprehensive, long-term general plan for the physical development of Pismo Beach and for the land within the City's Urban Reserve Line. This plan includes the nine mandatory elements plus additional elements dealing with subjects which, in the judgement of the City's elected representatives, are necessary to protect or guide the development of the City (see Table GP-1). Portions of the City lie within the Coastal Zone. The policies of the Coastal Act of 1976 also are included as part of the General Plan and this Plan has been adopted by the State Coastal Commission.

The purpose of preparing this General Plan is to provide a guide for the long-range, comprehensive physical development of the community and to coordinate public and private development to promote the general welfare and prosperity of its people. This comprehensive plan relates physical design proposals to community goals, social and economic policies based upon the existing potential for development in the community. The General Plan is flexible and is a key to the

continuous process to guide the direction and quality of future development. The plan will be subject to comprehensive City reviews on a five year basis or as deemed necessary by the City to determine if the Local Coastal Plan is being effectively implemented in conformance with the relevant policies of the Coastal Act of 1976. Only those portions of this Plan which pertain to the Coastal Zone are subject to the Coastal Act provisions.

The General Plan-Local Coastal Plan includes: (1) a statement of goals, policies and programs with respect to the most desirable use of land within the City for residential, commercial, industrial, institutional, agricultural and other purposes; (2) establishes the most desirable density of population; (3) provides for a system of circulation; and (4) addresses other public facilities. It also focuses on specific areas for orderly development and procedures for implementation. The land use map presents an estimated land use pattern to be needed for different purposes, conforming with the goals of the City (see Section IV, F).

A General Plan was prepared by the County of San Luis Obispo for the Pismo Beach-Avila Beach area in 1971. It was stated in that general plan that, "Although the General Plan is designed for the next twenty years, it cannot become static but must change to meet new conditions and circumstances". It is imperative that the City Council and Planning Commission keep the Plan alive by periodic review and make adjustments when new conditions require." Nearly a decade has passed since the preparation of the General Plan, and the City Council and Planning Commission have made changes and additions to the General

Plan to meet the changing social, economic and physical conditions, and legislative requirements as they have occurred. These changes are incorporated in this document.

This General Plan-Local Coastal Plan incorporates the Coastal Act of 1976 and brings together all of the mandated and voluntary elements into one document. The General Plan has been reviewed during the process of reorganization and incorporation of the Coastal Act. Major amendments outside the Coastal Zone require special environmental assessments per government code requirements.

TABLE GP-1

GENERAL PLAN PROVISIONS

Each planning agency shall prepare and the legislative body of each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgement bears relation to its planning process. (Government Code, Sec. 64300)

In construing the provision of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency (Government Code, Sec. 65300.2).

The general plan shall be so prepared that all or individual elements of it may be adopted by the legislative body for all or part of the territory of the county or city and such other territory outside its boundaries which in its judgement bears relation to its planning (Government Code, Sec. 65301).

The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards and plan proposals. The plan shall include the following elements:

(a) land use
(b) circulation
(c) housing
(d) conservation
(e) open space
(f) seismic safety
(g) noise
(h) scenic highway
(i) safety

The elements of the general plan may, at the discretion of the county or city, be combined; provided the county or city complies with all requirements regarding the content and adoption of general plan elements of this article and Article 6 (commencing with Section 65350) of this chapter. The requirements of this section shall apply to charter cities (Government Code, Sec. 65302).

The general plan may include the following elements or any part or phrase thereof (Government Code, Sec. 65303):

(a) recreation element
(b) expanded circulation element

(c) transportation element
(d) transit element
(e) community design element
(f) expanded housing element
(g) historical preservation element
(h) such additional elements dealing with other subjects which in the judgement of the planning agency relates to the physical development of the county or city.

B. THE LOCAL COASTAL PLAN

The California coastline has been determined by the people of California to be a resource of special statewide importance, to be protected and enhanced through the regulation of land uses and initiation of special programs.

The Coastal Act of 1976 establishes regulations to protect coastal resources by allocating them to various land uses in a manner which will preserve or enhance their quality. The legislature approved the Coastal Act by utilizing the Coastal Plan, which was prepared pursuant to Proposition 20, and by considering the desires of the people expressed in the legislative process.

In enacting the Coastal Act, the Legislature established the following goals for future activity in the Coastal Zone:

(a) Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources;
(b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people and the state;
(c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private owners;
(d) Assure priority for coastal-dependent development over other development on the coast;
(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone. (Source: California Coastal Act, Division 20, Section 30001.5.)

The heart of the Coastal Act is found in Chapter 3, Coastal Resources Planning and Management Policies. These policies constitute the standards that local plans must meet in order to be certified by the State as well as the yardstick for evaluating proposed developments within the Coastal Zone. Topics covered by the Coastal Policies include public access, recreation, marine environment, land resources, development, and industrial development. In essence, these policies are the rules for future growth and development in the Coastal Zone.

The Coastal Act also attempts to establish a framework for resolving conflicts among competing uses for limited coastal lands. The policies which spell out priority uses constitute this framework. The Coastal Act places as its highest priority the preservation and protection of natural resources including environmentally sensitive habitat areas (such as Pismo Marsh) and prime agricultural lands. In the case of sensitive habitat areas, only uses dependent on these resources are allowed within such areas. On lands not suited for agricultural use, coastal dependent development (a use which requires a site adjacent to or on the sea to function) has the highest priority. Public recreational uses have priority on coastal sites which are not habitat areas and not needed for coastal dependent uses. For sites that are not reserved for habitat preservation, agriculture, coastal dependent uses, or public recreation, private development is permitted. However, visitor serving commercial recreation has priority over private residential development. These priorities must be reflected in the land use plan prepared by local governments.

Pismo Beach began preparation of its Local Coastal Plan in July, 1976. A Citizens' Advisory Committee was formed in August, 1978, and was comprised of members of the community appointed by the City Council. The Committee provided public input throughout the preparation of the Land Use Plan. The background information, specific goals, policies and programs necessary to enforce the Coastal Act of 1976 have been incorporated into the various elements of this General Plan.

C. GENERAL PLAN FORMAT

The 1971 General Plan and subsequent amendments are superSeded in this document. The General Plan guidelines published by the Office of Planning and Research were also used to prepare this document. The elements of the General Plan have been amended to incorporate the policies of the Coastal Act of 1976 policies applicable to the City of Pismo Beach.

The General Plan is divided into six major sections. The first section is the Introduction. The second section, Existing City Characteristics, provides an overview of the City's planning components, existing land use patterns and population characteristics. It includes a growth management program designed to continue growth commensurate with available natural resources. The third section, Environmental Issues, describes the physical natural and visual resource characteristics of the City. The fourth section, Development Issues, contains the cultural, recreational, infrastructural, housing, circulation and land use elements of the General Plan applicable to the entire City. It also contains specific neighborhood land use planning issues. The goals, policies and programs recommended in the elements in the previous section have been incorporated by planning area for ease in use and understanding of this document. The fifth section contains the implementation procedures necessary to enforce the goals, policies and programs contained in the General Plan and Local Coastal Plan. The sixth section is the Glossary of key terms used in this Plan.

As a supplement to the General Plan, an Appendix document has been compiled which contains the background reports prepared in conjunction with the various elements and components in the General Plan. The Appendix contains background information which was used in the development of this Plan but is not adopted as a part of the Plan.

The goals, policies and programs contained in the various elements have been identified by a one, two or three letter prefix in order to provide easy recognition of the goal, policy or program as to its referenced element. For example, Goal NR-1 refers to the first Goal in the Natural Resources Component. A list of the compiled prefixes is as follows:

GP - General Plan and Growth Management
S - Safety, Seismic Safety, Noise and Physical Resources
AQ - Air Quality Management Plan
NR - Natural Resources
OSC - Open Space and Conservation Element
VR - Scenic Highway Element and Visual Resources Component
CR - Cultural Resources
R - Recreation Element and Access Component
HE - Housing Element
W - Water, Wastewater and Public Services Component
CE - Circulation Element
LUP - Land Use Element
SPA through SPQ - Specific Neighborhood Plan Goals, Policies and Programs by Planning Area, as indicated on Figure GP-2.


Location
CITY OF PISMO BEACH, CALIFORNIA
ATASCADERO
CAYUCOS
MORRO BAY
SANTA MARGARITA
SAN LUIS OBISPO
PISMO BEACH
ARROYO GRANDE
GROVER CITY
HALCYON
OCEANO
NIPOMO
GUADALUPE
EDNA
AVILA BEACH
SUNSET PALISADES
SHELL BEACH
CUESTA-BY-THE-SEA
LOS OSOS
GARDEN FARMS
PACIFIC
SAN LUIS OBISPO BAY
ESTERO BAY
EL CAMINO REAL
NIPOMO MESA
LOPEZ CANYON RESERVOIR
IRISH HILLS
SANTA LUCIA RANGE
SAN LUIS RANGE
LUIS VALLEY

FIGURE GP-1

II. EXISTING CITY CHARACTERISTICS

THE CITY OF PISMO BEACH IS LOCATED ON THE CENTRAL PACIFIC COAST IN SAN LUIS OBISPO COUNTY. THE CITY IS SEVEN MILES LONG AND VARIES IN WIDTH FROM 1000 FEET IN SOME AREAS TO A MILE IN OTHERS. APPROXIMATELY 5200 PEOPLE LIVE IN THE CITY.

II. EXISTING CITY CHARACTERISTICS

A. PLANNING COMPONENTS

1. CITY LIMITS

The City of Pismo Beach is located on the Central Pacific Coast in San Luis Obispo County. It is approximately equal in distance from Los Angeles and San Francisco and is 12 miles south of the County seat, San Luis Obispo.

Pismo Beach is narrowly bounded by the Pacific Ocean on the west and the Freeway Foothills on the east. These two topographical features have confined the City's growth pattern to its present linear form. The City is approximately 7 miles long and varies in width from less than 1000 feet in some areas to a mile in others. Having the City's location between the foothills and the ocean produces an impressive visual quality.

U.S. Highway 101 is another significant feature that has an impact on the City. By virtue of its location, it divides the City down the middle and is used as the major visitor access to the City. Pismo Beach is located strategically since it is the only point within a distance of 300 miles, from San Francisco to Goleta, where U.S. Highway 101 parallels the ocean. It also serves as an ideal stopping place for travellers.

2. COASTAL ZONE

A high percentage (70 percent) of the City is within the Coastal Zone (as designated by the California Coastal Act of 1976). This includes all of the City except for the southern foothills portion of the City; see Figure GP-2. Approximately 20 percent of Pismo Beach's shoreline consists of stabilized sandy beaches, providing a high recreational quality as well as a breeding ground for the Pismo Clam. Approximately 5 miles of the northwest portion of the shoreline consists of cliffs and bluffs ranging up to 100 feet in height. The beach is, for the most part, accessible. There are spectacular vistas and viewpoints in those areas where there is no access to the base of the bluffs. In general, the ocean can be seen from most parts of the City.

3. URBAN SERVICE LINE

Because of the physically constraining topographical features surrounding Pismo Beach, most of its potential for development has already been fulfilled. The City has designated the "Urban Service Line", a boundary which defines the area in which the City of Pismo

Beach can realistically be expected to provide urban services. These lines help the city planners divide the City's growth into phased periods so that economic, social, and planning impacts can be considered. The urban service line is designated on all City maps and has been approved by the Local Agency Formation Commission, LAFCO.

4. SPHERE OF INFLUENCE

The Sphere of Influence, also known as the Planning Influence Boundary, consists of the areas outside the City limits, in areas that development could have substantial impacts on the City. The City requires pertinent information regarding proposals for developments in areas within the sphere of influence. Specifically, the City is concerned with development proposals for the Pirates Cove area, Coastal Foothills Watershed, and Pismo Marsh Watershed. These are all areas that would not be considered part of the City but could have effects on the City in terms of erosion, drainage, visual qualities, increases in population, circulation, and contradictions with the General Plan. The Sphere of Influence differs from the Urban Services Line in that City services will not be extended to meet the influence zone. The City is basically concerned with development proposals for this area and how they will affect Pismo Beach. The Sphere in Influence Boundary has been approved by the State Coastal Commission. However, the LAFCo Sphere of Influence Boundary differs significantly from the City's adopted Sphere of Influence.

5. NEIGHBORHOOD PLANNING AREAS

This plan divides Pismo Beach into 17 major planning areas, each comprised of similar land use characteristics. The location of the planning areas are shown on Figure GP-2. Areas designated with a prime (') are outside the Coastal Zone.

U.S. HIGHWAY 101 - PLANNING AREA AA

U.S. Highway 101 traverses the entire length of Pismo Beach for a distance of approximately seven miles. U.S. Highway 101 has been addressed in the Scenic Highways Element of the Visual Resource Component. U.S. Highway 101 is under State jurisdiction. Policies and Programs for U.S. 101 are contained in the Planning Area Districts.

SUNSET PALISADES - PLANNING AREAS A AND B

Sunset Palisades, Area A, is partially developed into single family residences of high quality. Existing development is along the base of the hills (north boundary) and follows the sea cliffs southward (west boundary). The central undeveloped portion is now being subdivided. Building heights, open space and views are protected by overlay zones of the existing ordinance. The special overlay zones were designated to retain the ocean views from U.S. Highway 101 and provide two neighborhood parks linking pedestrian access to this green belt area for view protection.

The South Palisades area, Area B, is currently primarily open space. The area affords unobstructed views of the coast from U.S. Highway 101. There are six residences located in this area.

SPYGLASS - PLANNING AREAS C THROUGH F

Area C, comprised of vacant private property including a ravine, gives a feeling of open space with distant ocean views. The private property is continually being used for a parking area as the ravine provides access to a sand covered beach. The beach, bluffs, and coastal reefs provide an enjoyable beach with excellent coastal views.

South of the ravine are well-landscaped and relatively new motels and restaurants. Because of the open space adjacent to the motels, the motels do not distract from the ocean view. Travellers on U.S. Highway 101 can view over the motel and catch glimpses of the water.

In Area D, the houses along the blufftops are of a varied architectural style and are of excellent quality. At the end of Spyglass Drive (Area E) is the site of Spyglass Park and a drainage area. Views of the coast, shore and blufftop plus the pleasing architectural diversity contribute to the high visual qualities of this area.

The St. Andrews Tract, Area E, is predominantly single family residential area with a buffer zone of apartments along Shell Beach Road. There is a blufftop park along Seacliff Avenue, and with the exception of a few memorial benches, natural vegetation prevails as requested by the residents. In addition to the park there are two public easements; one provides access to Spyglass Park from Seacliff Avenue; the other provides access from Naomi Street to Park Place vista outlook easement.

Area F, Spindrift, contains two planned unit developments, one with single family detached residences and the other with clustered attached residences.

SHELL BEACH - PLANNING AREAS G AND H

Area G consists of the Shell Beach Elementary School and approximately 30 single family lots plus four (4) apartment complexes adjacent to Shell Beach Road. Three of the bluff lots are vacant as are nine interior lots. Large two story houses predominate the area. Because of the degree of slope and the openness of the Shell Beach School, there is an unobstructed, overview of the ocean from U.S. Highway 101.

The original Shell Beach community, Area H, consists of four separate subdivisions. The sub-areas relate to lot size and location. Many different visual experiences are encountered from within this area. There are corridor views of the ocean and hills, varying house design ranging from small cottages to larger landmark homes, blufftops, shoreline parks and coastal natural resources.

U.S. Highway 101 offers a continuous overview of the ocean and town-scape and includes corridor views of Shell Beach. Ocean Boulevard parallels the ocean bluff edge and provides access to the existing bluff parks, Ocean Park and Margo Dodd Park. This road is interrupted by existing residential development located at the foot of Placentia Avenue, Boeker Street, and Windward Avenue. Both parks are a mixture of man-made developments, landscaping and natural land forms of bluffs, and beach and rocks. Each park area is scenic and provides exceptional views of the bluffs, coves, rocky beaches, off-shore reefs and islands, unusual rock formations carved by the ocean and an abundance of bird life and some seals and sea otters. The two parks provide varying views of a broad seascape.

DINOSAUR CAVES - PLANNING AREA I

The Dinosaur Caves, which is adjacent to the Seal Rock Park, offers a dramatic ocean view of the downtown coast line, the pier and the dunes. Of particular interest is the large cave. This cave was formed by typical wave action undercutting the bluff to an extent that a portion of the cave ceiling well back from the cliff collapsed. The result was an unusual entrance via a hole at the base of the cliff. For safety reasons, access to the cave is no longer permitted from the top. Many visitors stop at this prime view area to enjoy the ocean sea stacks and panoramic setting. It is an area the City would like to see acquired by the State because of its outstanding visual qualities.

MOTEL DISTRICT - PLANNING AREA J

A panoramic overview of the ocean in this area is seen from U.S. Highway 101. This narrow strip of land between Price Street and the ocean bluff contains a concentration of motels interspersed with private homes. The motels are attractive and offer corridor and overviews of the ocean. The residential dead-end streets are lined with trees and shrubs which partially screen the ocean view.

COMMERCIAL CORE - PLANNING AREA K

The pier, at the foot of Pomeroy Street and nearby businesses have long been the focal point in Pismo Beach. The Central Business District is here as were the original early day businesses. It is a major destination for visitors and tourists. But today--regrettably--it needs a face lift.

The downtown contains several distinct areas. The commercial core area is the heart of the downtown and extends along Price Street from Ocean View to Dolliver and along Hinds and Pomeroy Street to the beach as well as along portions of Main and Stimson Avenues. Northwest of the Core is an area currently developed with a mixture of motels, single family residences, apartments and condominiums. Southeast of the core is another area containing a mixture of motel and residential uses.

PISMO CREEK - PLANNING AREA L

This area extends west from U.S. Highway 101 to the ocean and from Pismo Creek to the southern City limits. Access is by way of Dolliver Street, State Highway 1. The original creek bed and floodplain has been altered; the most recent occurred with the re-routing of U.S. Highway 101 to its present location. The present channel is man-made; the original channel was to the south.

The portion of Dolliver Street south of Pismo Creek is the campground and mobile home park area. The west side of Dolliver is planted in natural vegetation; the east side is lined with R.V. parks, a mobile home park and related businesses, and shows a decided lack of necessary coordinated landscaping. The eucalyptus grove at the southern City limits is a Monarch Butterfly Refuge. Their winter migration to the area provides a major visitor attraction. Dolliver Street, State Highway 1, is two lanes without parking or pedestrian facilities.

PISMO MARSH (PISMO LAKE) - PLANNING AREAS M and M'

The Pismo Marsh consists of two separate areas. The larger portion to the north of Fourth Street and entirely within the City limits is owned by the State. The correct name is Pismo Lake Ecological Reserve. South of Fourth Street, Meadow Creek flows through a portion of the marsh, part of which is state-owned, the rest in private ownership. The marsh and its surroundings have many natural open space values and from within the area is especially scenic. With the exception of a corridor view from Fourth Street, the marsh is secluded. The City of Grover City owns 5.2 acres of open wooded space at the crest of Fourth Street which commands an excellent overview of the area. The balance of the Grover City land which abuts the Meadow Creek boundary is in private ownership. The City limits approximate the 25 foot contour lines above Meadow Creek. (See Natural Resources Section for further description). The Pismo Marsh planning area has four large and commercially zoned undeveloped parcels adjoining the Pismo Lake Ecological Reserve which must be carefully planned to protect the biological resources of the marsh. A small portion of this planning area has an industrial land use designation.

OAK PARK HEIGHTS - PLANNING AREAS N and N'

A portion of Oak Park Heights is visible from U.S. Highway 101 and is part of the southernmost foothill backdrop of the City. It consists of oak studded rolling hills. The area provides important scenic open space and is a major natural viewshed. This area ranks high in terms of visual quality. (See Natural Resources Section, page III-78 for further description.) A small portion of Oak Park Heights near Fourth Street lies within the Coastal Zone which is planning area N.

INDUSTRIAL AREA - PLANNING AREAS O and O'

The Industrial area lies east of Pismo Creek and west of Price Canyon Road. It is underdeveloped, with the major land use being a Pacific

Gas and Electric loading dock for Diablo Canyon Nuclear Power Plant. A portion of the P.G. and E. yard lies within the Coastal Zone, but much of the undeveloped industrial area lies outside of the Coastal Zone.

PISMO HEIGHTS - BELLO STREET - PLANNING AREAS P and P'

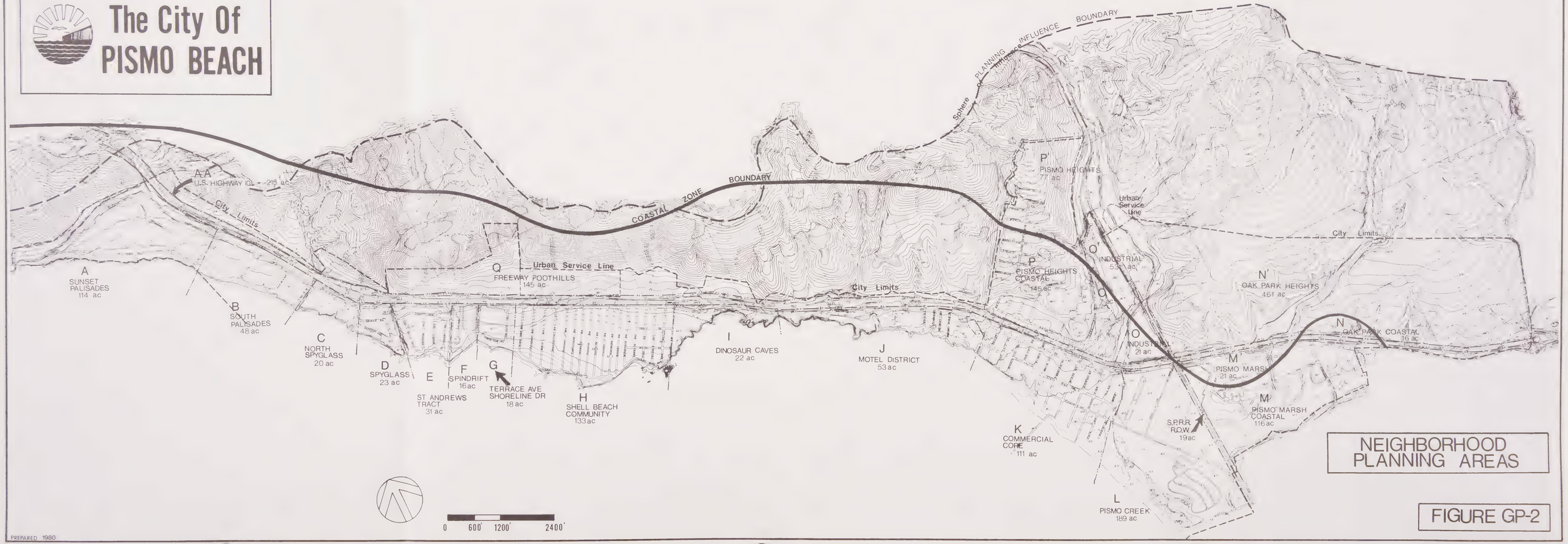
For purposes of simplicity, the area of Old Pismo Beach adjacent to Bello Street and east of U.S. Highway 101 has been included in this planning area. The Pismo Heights/ Bello Street area is divided into four distinct areas. The area from Pismo Creek to Price Canyon Road and from U.S. Highway 101 eastward to the Industrial Park area contains a mixture of single family and apartment land uses. The area from Price Canyon Road northward to Wadsworth Avenue and from U.S. Highway 101 to the eastern boundary of the Lucia Mar Unified School District property (Junior High School) contains the school, City Hall, a church, the Veterans' Hall and residential land uses. The area bounded by Wadsworth Avenue on the south and east sides, U.S. Highway 101 to the west and Baxter Lane City limits to the north contains primarily single family and small apartment buildings. The area northeast of the junior high school and Bay Street is almost entirely single family land uses.

The visual qualities of this area are varied. Sub-area 1, an older residential neighborhood, appears isolated from the rest of the area and is viewed from the northbound lanes of U.S. Highway 101. Sub=-area 2 is dominated by the Junior High School located on a hilltop overlooking the City and a city reservoir on an adjacent hilltop. Public buildings, a church and older single family and multi-family residences are located at the base of the hills which is screened from view from U.S. Highway 101. Sub-area 3 is an older residential district. The rock out-crops at higher elevation above sub-area 3 provide an important dimension to the viewshed visible from U.S. Highway 101. These rock formations are a key landmark for residents and provide a dramatic setting for the custom-built homes in the area. A portion of the rock out-crops, the most prominent adjacent to a small City park, is owned by the City. Sub-area 4, a newer residential area at the higher elevations, is a dominant focal point for the U.S. Highway 101 travellers both from within the City and distant points to the south. Both residents and travellers enjoy coastal and inland panoramic views from the area. Area P is in the Coastal Zone and Area P' is outside the zone.

FREEWAY FOOTHILLS - PLANNING AREA Q

The Pismo Hills are in the Santa Lucia Range, located northeast of U.S. Highway 101 and form a scenic backdrop to the City of Pismo Beach. The Pismo Hills comprise several square miles of steep land; oak trees dot the ridge lines and ravines. The planning area forms a strip of verying widths (see Natural Resources Section, page III-78 for further description).

The City Of PISMO BEACH



NEIGHBORHOOD PLANNING AREAS

FIGURE GP-2

B. DEMOGRAPHIC CHARACTERISTICS

1. INTRODUCTION

The population characteristics of an area provide a basis for nearly all major planning decisions. Past, present and future trends in population of a community may, for a large part, determine levels of demand for services and indicate problems that should be addressed.

Population characteristics and composition assist in dealing with housing needs such as estimating residential space requirements for various dwelling types, income levels and the needs of the various population age groups. Land use decisions also are greatly influenced by population trends as the amount of space needed for schools, recreational areas, and other community facilities is largely dependent on population characteristics. Therefore, a study of population characteristics and composition of the City of Pismo Beach will help in the local decision-making process of the community. Additional demographic statistics are presented in the Housing Element section of the General Plan/Local Coastal Plan.

A census count was conducted by the U.S. Census Bureau in April, 1980. The data from the census became available in 1981. The following information will provide the decision makers the most recent reliable information as to City demographic characteristics.

2. SUMMARY OF SAN LUIS OBISPO COUNTY POPULATION AND HOUSING CHARACTERISTICS

The San Luis Obispo County population and housing characteristics are included to provide a basis of comparison between City and County wide growth characteristics.

San Luis Obispo County is the fastest growing county in California; from 1970 to 1978 the county experienced a population increase of 34.8 percent, from 105,690 to 142,469. The south county (including Pismo Beach, Grover City, Arroyo Grande, Oceano, Nipomo and Avila Beach) accounted for 31 percent of all county growth. Table GP-2 summarizes County-wide population characteristics.

The dominant trends which have been taking place in the county prior to 1970 are the reduction in age groups which compose the bulk of the labor force (age 19 to 64 years) and an increase in the number of elderly persons (age 65 and older). Projections indicate that the trend of increasing elderly population will continue. The age group under 19 years, however, has declined since 1970, from 33.2 percent of the population to 26.7 percent for 1980 estimates. The 19 to 64 age group has increased since 1970, with 54.5 percent of the population in this age group in 1970 and 60.2 percent of the population estimated in this age group for 1980.

Even though the number of dwelling units in the County has increased since 1970, the number of persons per dwelling unit has decreased, from 2.81 persons per dwelling unit in 1978 to 2.47 persons per dwelling unit in 1980. Vacancy rates also appear to be decreasing, from a 4.8 percent county-wide vacancy rate in 1970 to a 3.2 percent vacancy rate in 1974. Vacancy rates reflect the housing situation of an area; with San Luis Obispo County, there are fewer vacancies resulting in a limited housing supply and an increase in the demand for housing.

TABLE GP-2

SAN LUIS OBISPO COUNTY POPULATION CHARACTERISTICS

CATEGORY	1970	1974	1978	1980 est.
TOTAL POPULATION	105,690	127,690	142,469	149,600
AGES Under 19				
Number	35,059	40,733	n/a	39,943
Percent	33.2	31.9	n/a	26.7
19 to 64				
Number	57,620	70,740	n/a	90,059
Percent	54.5	55.4	n/a	60.2
65 and over				
Number	13,011	16,217	n/a	19,598
Percent	12.3	12.7	n/a	13.1
AVERAGE AGE	34	35	32	31
NUMBER OF DWELLING UNITS	37,612	47,364	57,596	n/a
NUMBER OF PERSONS PER DWELLING UNIT	2.81	3.17	2.47	n/a
VACANT DWELLING UNITS: Number	1,810	1,287	n/a	n/a
Percent	4.8	3.2	n/a	n/a
AVERAGE INCOME	$ 8,738	$10,277	$14,550	n/a

N/A means data not available.

Source: County of San Luis Obispo Planning Department, 1980.

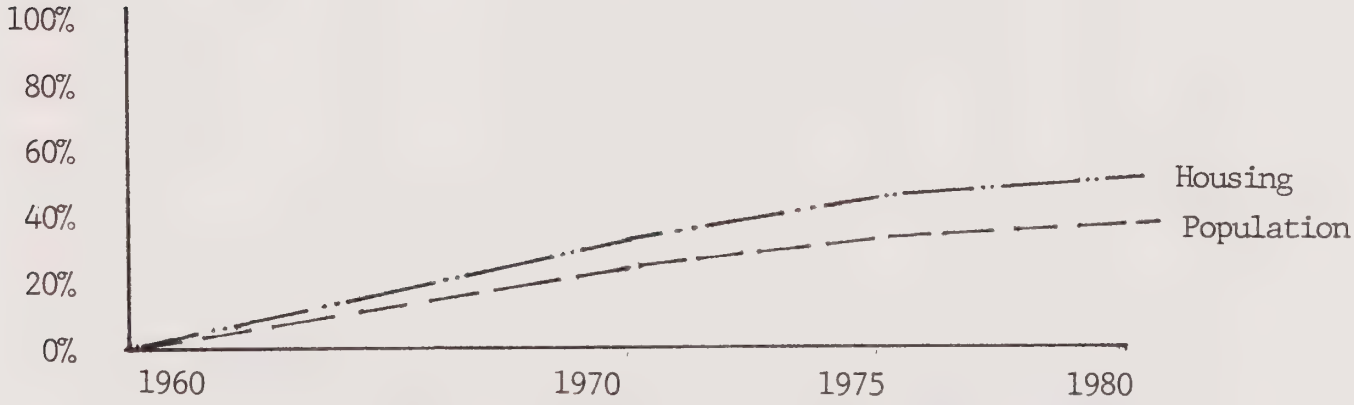
Growth rate of an area is determined by three major factors: in-migration, out-migration, and natural increase. The County of San Luis Obispo has a positive growth rate; out-migration is not a major factor. Net in-migration or the number of persons who have moved to the County is in excess of those who have moved out, and accounts for 89.5 percent of the County's growth since 1970. Natural increase, or the number of children born in excess of deaths, accounts for the remaining 10.5 percent of the growth rate. Average annual growth rate for the County is 3.8 percent.

The 1976 Census further documents the fact that net in-migration is the major factor in contributing to population growth in recent years. In 1976, statistics regarding length of residence within the County revealed that over 20 percent of the households responding resided in the County two years or less; over 40 percent of the households had lived in the County less than five years. Table GP-3 clearly indicates that the County population growth is not keeping up with housing growth, due to the reduction in household sizes.

TABLE GP-3

SAN LUIS OBISPO COUNTY POPULATION GROWTH VS.

HOUSING GROWTH IN PERCENTAGE OF INCREASE



Source: County of San Luis Obispo Planning Department, 1980.

3. PISMO BEACH POPULATION CHARACTERISTICS

General population characteristics are given in Table GP-4. The 1980 preliminary census counts for the City indicate a population of 5,160, an increase since 1970 of approximately 1,100 persons, or 27 percent. The average annual growth rate is approximately 2.5 percent.

The growth rate for Pismo Beach has been slower than the neighboring communities and the County. This trend is expected to continue until a county-wide growth rate tapers off. Projected population, based upon past trends, is expected to reach 8,240 persons by the year 2000

(County Planning Department estimates), with growth occurring almost entirely within the City limits. Table GP-5 visually represents the growth rate for the City of Pismo Beach.

The attractiveness of Pismo Beach as a retirement community is indicated by the 1974 special census. The median age of City residents is 45 years, as compared to 34 years of age for the entire County. The age structure of Pismo Beach is similar to other retirement-oriented coastal communities because slightly more than 20 percent of the population is age 65 or over, while a smaller than average number of residents, approximately 19 percent, are age 19 or under.

TABLE GP-4

CITY OF PISMO BEACH
GENERAL POPULATION CHARACTERISTICS

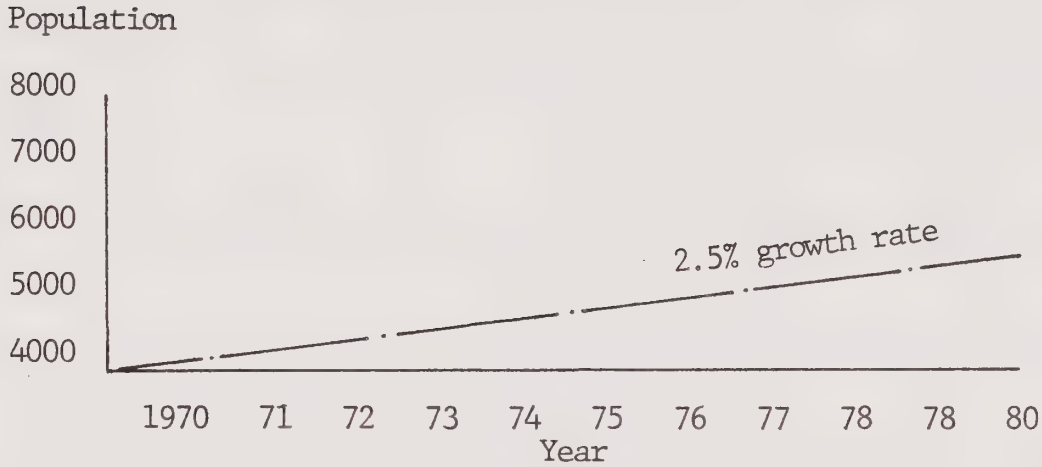
CATEGORY	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
POPULATION	4043[a]	NA	NA	NA	4829[b]	4910[c]	4900[c]	4890[c]	4970[c]	5150[c]	5200[d]
PERSONS PER HOUSEHOLD	2.3	NA	NA	NA	2.08	NA	NA	NA	NA	NA	1.88
MEDIAN INCOME	8443	9000	9594	10260	10984	11753[i]	12576[i]	13456	14398[i]	16150[i]	NA
MEDIAN AGE	NA	NA	NA	NA	45	NA	NA	NA	NA	NA	NA
NO. OF SINGLE FAMILY HOMES	1346	1367	1395	1435	1458	1479	1500	1534	1491	1622	1626[h]
NO OF. MULTI-FAMILY HOMES	480	566	590	630	644	648	668	687	717	721	724[h]
NO. OF MOBILE HOMES	NA	NA	224	300	300	665[g]	456	406	556	556	NA

Sources and Footnotes for Table GP-4:

a. 1970 Census.
b. 1974 Special Census
c. Estimated population projections by San Luis Obispo County.
d. Actual count of housing units X 1.88 persons per dwelling unit equals 54000.
e. 1500 of this total are located in the Coastal Zone.
f. 650 of this total are located in the Coastal Zone.
g. Most likely includes RV parks. This should read 300 units.
h. As of April 15, 1980. This is an estimate by the State and is not necessarily accurate.
i. Median income for San Luis Obispo County calculated by HUD.
NA: No accurate information available

TABLE GP-5

GROWTH RATE FOR THE CITY OF PISMO BEACH



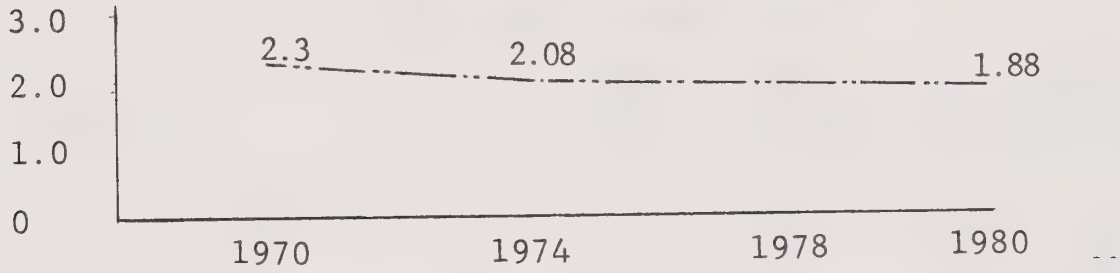
Source: City of Pismo Beach Community Development Department, 1980.

Age structure is an important factor for determining land use requirements. Schools, apartments, hospitals, rest homes and recreation areas are typical of land uses which are sensitive to typical age patterns. Present and anticipated age proportions in Pismo Beach deviate from the norm sufficiently to affect land use allocations.

The economy of Pismo Beach is oriented to both the strong attraction of tourism (recreation activities) and the desirability of the area as a place of retirement. This is evidenced by the median age of 45 years as compared to 30 years of age for the unincorporated portions of the County. The 1976 special census also indicated the average household size has been declining from 2.3 persons in 1970 to 1.88 persons in 1980, again substantially less than the County unincorporated averages of 2.7 persons per household. Table GP-6 indicates the decline in household size for the ten year period.

TABLE GP-6

NUMBER OF PERSONS PER HOUSEHOLD BY YEAR, 1970 to 1980



Source: City of Pismo Beach Community Development Department, 1980.

4. HOUSING CHARACTERISTICS IN PISMO BEACH

Housing information is contained in the Housing Element Section of this General Plan.

5. POPULATION AND HOUSING CHARACTERISTICS BY NEIGHBORHOOD PLANNING AREA

The City Planning Staff in 1979 conducted a housing survey by planning areas. Figure GP-2 shows the planning area locations. This information is summarized in Table GP-7. Estimated population by planning area, based on 1.88 persons per unit and excluding a vacancy rate also is given on Table GP-7. The information contained in this table provides an indication as to where population is located in the City and where growth is likely to occur in the future.

TABLE GP-7

EXISTING HOUSING AND POTENTIAL POPULATION

BY NEIGHBORHOOD PLANNING AREA

PLANNING AREA	HOUSING UNITS	POTENTIAL POPULATION	% OF POP	DENSITY (PERSONS/AC)**
A - Sunset Palisades	160	301	4.8	2.6
B - South Palisades	15	28	0.4	0.6
C - Spyglass North	0	0	0.0	0.0
D - Spyglass	106	199	3.2	8.5
E - St. Andrews	147	276	4.4	8.9
F - Spindrift	66	124	2.0	7.8
G - Terrace Avenue	31	58	1.0	3.2
H - Shell Beach	886	1666	26.7	12.5
I - Dinosaur Caves	0	0	0.0	0.0
J - Motel District	60	113	1.8	2.1
K - Commercial Core	558	1049	16.8	9.5
L - Pismo Creek	364	684	11.0	3.6
M - Pismo Marsh Coastal	182	342	5.5	2.9
M'- Pismo Marsh	0	0	0.0	0.0
N - Oak Park Heights Coastal	0	0	0.0	0.0
N'- Oak Park Heights	155	291	4.7	0.6
O - Industrial Coastal	0	0	0.0	0.0
O'- Industrial	0	0	0.0	0.0
P - Pismo Heights Coatal	441	829	13.3	5.7
P'- Pismo Heights	139	261	4.2	3.4
Q - Freeway Foothills	7	13	0.2	0.1
TOTALS	3317	6234 *	100.0	4.54

* At 1.88 persons per dwelling unit, assuming 100 percent occupancy. All figures are approximate. Some units under construction were included in 1984 update. Update does not include large number of pending units.

** Total Area of Planning Area included in this density figure (updated 1984) with revised Housing Element information.

SOURCE: City of Pismo Beach Community Development Department, 1980

C. ECONOMIC CHARACTERISTICS

1. INTRODUCTION

The discussion of Economic Characteristics is divided into four sections: the labor force characteristics; industry and employment opportunities; taxable sales and revenue information; and future economic trends. The information is presented in order to provide readers with a basis for planning and decision making relating to employment opportunities in the City. The information is intended to be general in nature and does not substitute for further analysis after the 1980 Census information becomes available.

2. LABOR FORCE CHARACTERISTICS

The most recent labor force information is from the 1970 Census. This information is out of date; however, it can be used to indicate the type and general mixture of the labor force. These figures are given on Table GP-8.

County labor force characteristics taken from the 1976 Census can be used in better indicate current area wide labor force characteristics. According to San Luis Obispo County data for the Unincorporated County area, total civilian employment has increased at an average of about 2000 jobs per year. This figure is slightly less than the average annual growth in the number of job seekers. The county unemployment rate is below that of many other areas within the State. Total unemployment for the County declined by 150 people in 1978 to 3,450, while the rate of unemployment dropped to 5.9 percent in 1978 from 6.6 percent in 1977. This is well below the unemployment rate of the State of California, which averaged 8.2 percent and 7.1 percent, respectively. 1976 labor force data for the County unincorporated area are summarized on Table GP-9.

3. INDUSTRY AND EMPLOYMENT OPPORTUNITIES

The employment opportunities in Pismo Beach are limited because of the lack of labor intensive industries. This is evidenced in Tables GP-8 and GP-9. Table GP-8 is a list of professional, wholesale, retail and administrative services for Pismo Beach; Table GP-9 is a summary of the business licenses issued in 1979 for Pismo Beach. The major employers are hotels, motels, City services, and contractors, not industrial or manufacturing labor intensive businesses.

Many of the residents of Pismo Beach must rely on employment opportunities in San Luis Obispo County. The largest government employers are Cal Poly, the County of San Luis Obispo, and Atascadero State Hospital. Other government employers are Cuesta College, California Men's Colony and Cal Trans. The major local employers are School Districts and Municipalities. The service related employers are trade and construction industries. Vandenberg Air Force Base in northern Santa Barbara County also may have an effect on employment for Pismo Beach residents.

4. TAXABLE SALES AND REVENUE INFORMATION

An important indicator for City Economic Capability is the annual gross receipts from City businesses. Table GP-10 summarizes this information for a cross section of the City's businesses from May 1, 1977 to April 30, 1978. This table clearly shows the large dependence on tourism with motels, restaurants and gas stations representing 45 percent of the annual gross receipts.

Much of the City's revenue and expenditures are derived from, or related in part to, tourism. Table GP-11 summarizes the City's revenues and expenditures derived from or related to tourism for Fiscal Year 1979. Transient lodging taxes account for 17 percent and sales and use taxes account for 18 percent of the locally generated revenues.

5. FUTURE ECONOMIC TRENDS

Generally, it is anticipated that the City will continue to have a tourist-oriented economy and will experience increases in the number of tourist-related businesses and motels. The percentage of revenue generated in proportion to the number of jobs available in the City will also remain at the same level. It is also anticipated that any labor intensive business will not locate in the City in the near future. Residents will continue to rely on opportunities outside the City limits. The attractiveness of Pismo Beach as a retirement and tourist-oriented community will continue.

TABLE GP-8
INCOME AND EMPLOYMENT CHARACTERISTICS
CITY OF PISMO BEACH - 1980

CATEGORY	NUMBER
Total Population	5364
Employment Status	
Male, 16 years and older	2841
Labor Force	1376
Percent of Total	48.4
Civilian Labor Force	1371
Employed	1234
Unemployed	137
Percent of Civilian Labor Force	10.0
Not in Labor Force	959
Female, 16 years and older	2523
Labor Force	1098
Percent of Total	43.5
Civilian Labor Force	1098
Employed	1019
Unemployed	79
Percent of Civilian Labor Force	7.2
Not in Labor Force	1425
Class of Worker	
Private Wage and Salary	1539
Government Workers	183
Local Government Workers	293
Self-Employed Workers	282
Unpaid Family Workers	6
Industry	
Construction	243
Manufacturing	116
Transportation	32
Communications, Utilities & Sanitary Services	70
Wholesale and Retail	573
Finance, Insurance, Business and Repair Services	128
Professional and Related Services	527
Public Administration	157
Income	
All Households	2744
Less than $5,000	466
$5,000 to $7,499	289
$7,500 to $9,999	265
$10,000 to $19,999	546
$15,000 to $19,999	446
$20,000 to $24,999	204
$25,000 to $34,999	304
$35,000 to $49,999	124
$50,000 and over	100
Median Income	$13,060
Mean Income	$16,950
Per Capita Income of all persons	$ 8,674

SOURCE: U.S. Department of Commerce, Bureau of Census, Population Characteristics, 1980.

TABLE GP-9

1976 LABOR FORCE DATA FOR THE UNINCORPORATED COUNTY

(PERCENT OF TOTAL POPULATION)

CATEGORY	PERCENT
Labor Force	
Military	0.3
Full time	24.4
Half Time	2.6
Part Time	2.0
Seasonal	0.4
Unemployed	1.9
Discouraged Worker	0.1
Not in Labor Force	
Adult Student	10.7
Retired	11.2
Not in Labor Force	41.5
No Response	4.9
TOTAL	100.0

Source: San Luis Obispo County Planning Department, 1980.

TABLE GP-10
CITY OF PISMO BEACH BUSINESS LICENSE DATA
May 1977 - May 1978

BUSINESS CATEGORY	ANNUAL GROSS (1) RECEIPTS (000)	PERCENT of TOTAL
Auto repair & sales	100	(3)
Motels	4125	14
Drug Stores	774	3
Furniture	247	1
Clothing Shops	674	2
Gifts, antiques, crafts, galleries	662	2
Merchants--General	415	1
Beauty & Barber	316	1
RV Parks	823	3
Pkg. Liquor	327	1
Restaurants	6194	21
Service Stations	2924	10
Grocery and Meat	4558	15
Mail Order	1300	4
Convenience & Specialty Foods	510	2
Retail Sales Categories with less than 3 businesses (2)	2430	8
Merchants & Motels Subtotal	26379	88
Apartments	808	3
Realtors, Doctors & Other Professional Services	2680	9
TOTAL	29867	100%

(1) a) Shown in thousands of dollars for May 1, 1977 to April 30, 1978.
b) Excludes sales of liquor.
c) License applicants are required to identify a total gross receipts level which they did not exceed for the prior May 1 to April 30. Therefore, the figures may overstate gross receipts in cases where the applicant identified the actual gross receipts. Amounts may have also been understated improperly to avoid full license fee payment.
d) Does not include the receipts of certain special categories of businesses where gross receipts identification is not required for licensing. These omitted categories include several recreation and amusement business and non-profit organizations, but are mostly comprised of contractors and wholesale delivery operations.
e) See Appendix Item #6 for the business license application form.

(2) Due to the confidentiality of gross receipts information, specific business category totals are provided only when three or more individual businesses are in one category; this category is an aggregation of gross receipts data from categories with less than three businesses involved.

(3) Less than 1 percent.

SOURCE: City of Pismo Beach Community Development Department, 1980.

TABLE GP-11

CITY OF PISMO BEACH REVENUES DERIVED DIRECTLY OR IN PART FROM TOURISM FOR THE FISCAL YEAR ENDED JUNE 30, 1979

LOCAL REVENUES DERIVED DIRECTLY OR IN PART FROM TOURISM	DOLLARS	PERCENT
Transient lodging taxes	250,858	17
Sales and use taxes	266,784	18
Franchises	33,179	2
Business license taxes	23,538	2
Construction permits	18,212	1
Alcoholic beverage licenses	8,522	1
Gasoline taxes	49,228	3
Cigarette taxes	17,747	1
Secured property taxes	186,714	13
Subtotal	854,783	56
OTHER REVENUES (not including government sources)	631,942	42
TOTAL REVENUES (not including government sources)	1,486,725	100
TOTAL REVENUES INCLUDING GOVERNMENT SOURCES	1,750,448	

Source: City of Pismo Beach Community Development Department, 1980.

D. EXISTING LAND USE PATTERNS

1. INTRODUCTION

Well founded population projections achieve their principal utility when they are used to determine needs for future land uses. The past and present character of the population (previously discussed), included such factors as population distribution and density (see Table GP-7), age and sex structure (Table GP-4) and employment (Table GP-8) yields valuable clues related to the amount of land area distribution required for various uses. It is valuable as well for determining the extent and location of public facilities and services.

Population characteristics, analyzed in conjunction with physiography, existing land use, and tempered with the kind of community desired by its residents, collectively indicate the proper future developmental patterns that should be undertaken. These concepts were used in considering the land uses recommended in the Land Use Plan (see Section IV) and used when formulating the future Development Trends or Growth Control Plan.

Prior to any future land use decisions, the existing land use characteristics must be determined. Existing patterns provide valuable information regarding land use constraints, living patterns with relation to the community planning areas and nearby communities, important topographical features and community values.

2. EXISTING LAND USES

Table GP-12 summarizes the land uses within the City by planning area. Existing land use characteristics by planning area and by specific land use are given in the Appendix. The total developed acres within the City were approximated using a land use survey map compiled in January, 1979 by the Community Development Department. This map was updated in May, 1980 to include building permits issued since the compilation of the original existing land use map. Approximately 46 percent of the City is developed.

Existing land uses given on the table designate the land usage not the General Plan designation. There are existing properties within the City which are underutilized and which could be recycled to other uses. These acreages have not been estimated because recycling or redeveloping land uses is subject to personal wishes, public opinion and the decision making process. The General Plan designates the most appropriate land use for the area even though the existing use is not the same. In adopting a general plan, areas which are different than those designated become non-conforming. This status does not affect the existing land owner until that land use is changed, and at that time the use must be brought into conformance with the General Plan.

TABLE GP-12

PREVIOUS ACREAGES BY LAND USE OF PISMO BEACH

BASED UPON OLD GENERAL PLAN

PLANNING AREA	Total Acres	Residential Acres by Density LOW	MED	HIGH	Mobile Homes Park Acres	Resort Commercial Acres	Commercial Acres	Industrial Acres	Open Space Recreation Acres	Open Space Acres	Unclassified Acres	Agriculture Acres	Urban Reserve Acres	Right-of-Way Acres
AA - Freeway	215	0	0	0	0	0	0	0	0	0	0	0	0	215
A - Sunset Palisades	114	92 .5	2.5	0	0	0	0	0	5	0	0	0	14.5	0
B - South Palisades	48	0	43	0	0	0	0	0	0	5	0	0	0	0
C - Spyglass North	20	0	0	10	0	10	0	0	0	0	0	0	0	0
D - Spyglass	23	0	5.75	5.25	0	0	5	0	0	7	0	0	0	0
E - St. Andrews	31	25	2	2.25	0	0	0	0	0	1.5	0	0	0	0
F - Spindrift	16	9	7.5	0	0	0	0	0	0	0	0	0	0	0
G - Terrace	18	6	11.7	0	0	0	0	0.5	0	0	0	0	0	0
H - Shell Beach	133	3	107.5	0	0	0	14	0	8	0	0	0	0	0
I - Dinosaur Caves	22	0	0	0	0	19	0	0	30	0	0	0	0	0
J - Motel District	53	0	8	0	0	45	0	0	0	0	0	0	0	0
K - Commercial Core	111	2	0	28	0	38	40	0	1	2	0	0	0	0
L - Pismo Creek	189	0	0	0	12	54	9	0	0	114	0	0	0	0
M - Pismo Marsh Coastal	116	0	0	0	24	7	14	0	71	0	0	0	0	0
M' - Pismo Marsh	21	0	0	0	0	0	21	0	0	0	0	0	0	0
N - Oak Park Heights Coastal	16	0	3	0	0	4	4	0	0	5	0	0	0	0
N' - Oak Park Heights	480	60	75	10	0	4	1	9	59	51	0	199	12	0
O - Industrial Coastal	28	0	4	0	0	0	0	10	0	14	0	0	0	0
O' - Industrial	34	0	0	0	0	0	0	33	0	1	0	0	0	0
P - Pismo Heights Coastal	145	0	143	0	0	0	0	0	2	0	0	0	0	0
P' - Pismo Heights	77	19	58	0	0	0	0	0	0	0	0	0	0	0
Q - Freeway Foothills	145	5	42	0	0	0	2	0	0	0	58	0	38	0
TOTAL ACRES	2055	*221.5	51295	55.5	36	181	111.5	52	145.5	199	58	199	64.5	215

*Acreages are approximate.

SOURCE: City of Pismo Beach Community Development Department, 1980. Based upon 1972 General Plan.

E. DEVELOPMENT TRENDS

1. INTRODUCTION TO GROWTH MANAGEMENT CONCEPTS

Beginning with the late 1960s, many California communities have developed growth management systems to promote a wide variety of environmental, social and economic goals. There are four basic reasons for developing growth management systems.

1. Service Costs and Revenues. New development, if not balanced, may cost more for City services than it will contribute in local tax revenues.

2. Environmental and Aesthetic Quality. Urbanization often threatens scenic landscapes, marshlands, recreational areas, air quality, historic sites, agricultural lands and other resources the community values.

3. Community Identity. Rapid growth frequently threatens to adversely alter the basic identity of a community and its life-style.

4. Economic Base. Sprawling growth frequently weakens established central business districts.

Growth management techniques can be applied in planning, regulatory power, expenditure programs and taxation measures. The essence of growth management is the systematic use of a combination of these techniques to shape development.

Growth management systems can manage population either in terms of an absolute limit or a growth rate (as more important to Pismo Beach). Population projections developed in the context of the general plan can give legitimacy to specific measures to regulate growth. Since the general plan is a forum for balancing competing interests and objectives in deciding the City's future as well as for meeting its obligations to provide adequate housing opportunities, the General Plan is the most appropriate mechanism for making the necessary trade-offs between these two competing objectives. The general plan also must make consistent policies for implementation. Integrating growth management policies and programs with the general plan ensures that these policies and programs are carried out through regulatory activities and decisions about public facilities.

2. GROWTH PROJECTIONS

Pismo Beach has evidenced an average annual housing growth rate for the past ten years at approximately 3 percent a year. To project future growth, four scenarios were established based on a compound growth rate as represented in Figure GP-3.

1. Annual housing growth rate will stay the same as the past trends indicate, or three percent a year. This amounts to about 80 units per year (at 1.88 persons per dwelling unit) for the first year and 123 annual units by 1994.

2. Growth rate will decline to more nearly meet the national trend. This rate amounts to approximately 55 units the first year at a two percent growth rate, increasing to 70 units in 1994.

3. Accelerated growth rate will develop as measures designed to reduce delay take effect, assuming that reasonable financing is available. It is estimated that as much as five percent compound growth rate could occur, resulting in approximately 125 units the first year, and 270 units in the fifteenth year.

4. The fourth scenario assumes an uncontrolled growth of ten percent per year. This rate cannot be accommodated by the City but is included for comparison. Approximately 225 units would occur the first year under this assumption and 1030 in 1994.

Table GP-13 gives the projected population increase by year for the four scenarios. Under scenario 1, the growth rate would result in an increase in population over the next fifteen years to 6,733. Scenario 4, although possible, is not considered realistic because the City is not capable of supporting the magnitude of population increase to 21,304.

3. GROWTH MANAGEMENT PLAN

In the past several years, the City has experienced a dramatic increase in applications for development proposals. As an interim measure, the City has imposed an annual limit on building permits of between 50 to 60 units per year per development project.

Current regulatory and financing problems have deferred City approved projects without reducing demand. Sudden relief from these constraints, if not controlled, could produce development at a rate that cannot be accommodated. A dramatic increase in project proposals has caused the City to investigate the cost of new developments and the ability of the City to provide necessary services, particularly water and wastewater treatment. Much of the needed information to determine the City's ability to facilitate growth has been developed (see Sections III and IV of this General Plan). Based on this background information, the City has expressed the desire to consider growth management techniques to keep growth commensurate with the City's ability to provide services.

The most limiting resource in the City at present is the available water supply. Until adjudication, water may or may not be available for maximum development. Figure GP-4 shows the projected water use at 2, 3, 5 and 10 percent compound growth rates. Assuming that the City can rely on the maximum guaranteed water supply, the City would have enough water supply for a three percent annual growth rate. The

estimate for water availability above the maximum guaranteed water supply, although possible, cannot be counted upon at present; a five or ten percent compound growth rate is not advisable until additional water sources are affirmed.

A second limiting factor is availability of waste water treatment facilities. Section IV provides background regarding the limits in transmission systems, lift station limits and projected sewage treatment facility expansion. Figure GP-5 summarizes this information. Sewage treatment facilities are expanded as needed as a result of development fees on new developments.

A third limiting factor to growth is the availability of jobs. There are not enough jobs presently available or projected for the future to sustain a high growth rate.

Other growth-limiting factors exist, such as amount of developable land, fiscal impacts, police and fire protection, necessary road improvements, archaeological resources, and necessary provision for recreational facilities.

4. GROWTH MANAGEMENT GOALS, POLICIES AND PROGRAMS

GOAL GP-1: To enhance the City's unique beach community atmosphere while encouraging stable and sustainable population and economic growth.

POLICY GP-1: To monitor and control the City's population growth rate so as to allow for change without detracting from the quality of life.

Program GP-1: The City shall in January of each year complete a review of housing unit growth in order to retain an average annual growth rate of 3 percent. This review shall consider the history of housing growth over the previous two years and shall determine the maximum number of housing unit permits which may be issued during the year without unreasonably restricting growth for the two following years. When it appears likely that the number of permit applications will exceed the number which may be issued, the City Council by resolution shall adopt a priority plan for the issuance of permits. This priority system shall utilize the priority established by Policy W-2 and such other considerations as are then determined to be in the best interest of the City.

Program GP-2: New water utilizing development in the Coastal Zone shall be provisionally limited to an amount equivalent to an average annual growth of three (3) percent for a five year period as per the City's certified Growth Management Plan, plus 100 additional residential units (provided they do not utilize more than 25 acre feet of water per year) plus the development of a single family residence on any existing subdivided parcel designated for single family residences of record on January 23, 1981, and all lands designated for general commercial and/or visitor-serving uses.

Program GP-3: Within five years of the date of the certification of the City's Local Coastal Plan, or concurrent with the Coastal Commission's normal five year review of the Local Coastal Plan, the City shall demonstrate to the Coastal Commission that it has readily available water resources to accommodate projected growth beyond the initial five (5) year period of the City's certified Local Coastal Plan. Subsequent to said demonstration to the Coastal Commission's satisfaction, the City may permit new development which would result in new net water demands beyond those projected for the five (5) year review period of the City's certified Local Coastal Plan.

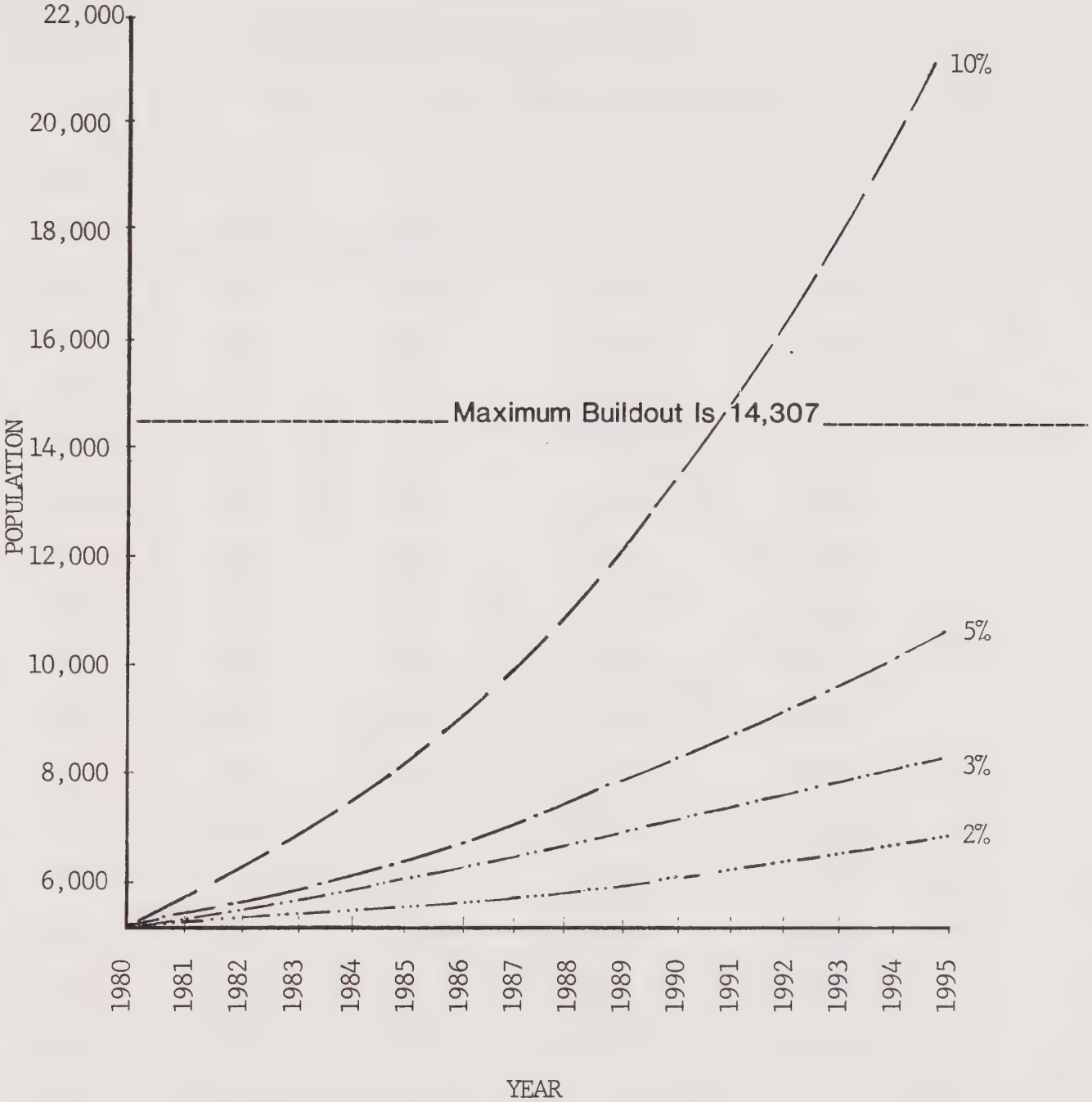
Program GP-4: Pursuant to the City's Growth Management Allocation System, the City shall, prior to permitting construction of all future water using developments, make the specific finding that water resources to serve such development exist and are presently available on a sustained basis.

Program GP-5: The City shall prepare and initiate a capital facilities program to accommodate a reasonable population growth based on available and/or anticipated funding.

POLICY GP-2: The Growth Management Program shall not preclude the issuance of building permits for single family residential lots which are legally subdivided on the date of adoption of this General Plan.

POLICY GP-3: The City will maintain services to existing areas and not extend services to new areas in excess of the capabilities of these services.

Program GP-6: The City shall thoroughly investigate fiscal impacts relating to provisions of services for new development.



PROJECTED POPULATION AT GROWTH RATES OF 2, 3, 5, AND 10 PERCENT PER YEAR.

FIGURE GP-3

TABLE GP-13

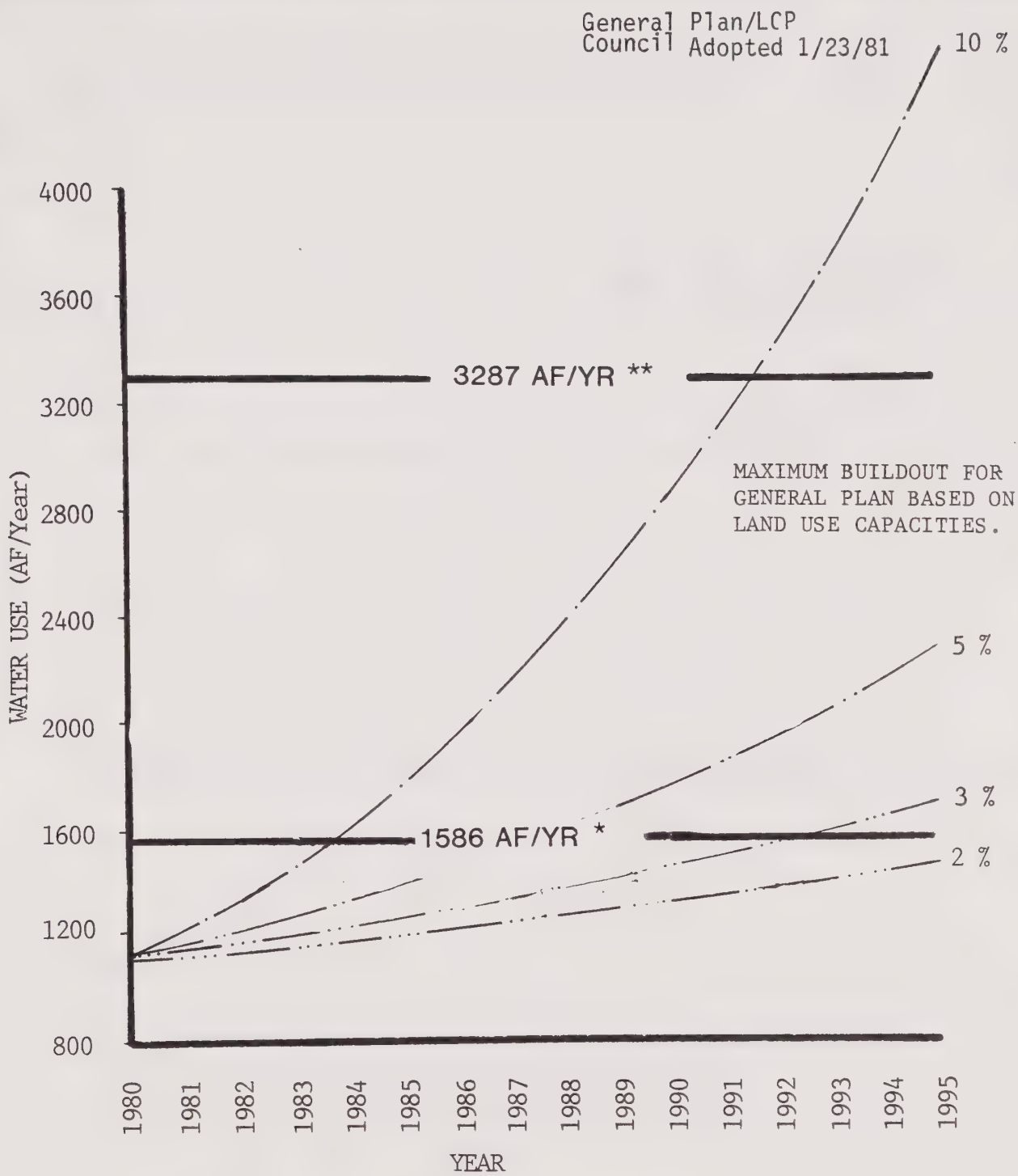
PROJECTED POPULATION INCREASE BY YEAR

FOR 2, 3, 5 and 10 PERCENT GROWTH RATES

YEAR	2%	3%	5%	10%
1980	5100	5100	5100	5100
1981	5102	5253	5355	5610
1982	5205	5410	5622	6171
1983	5309	4472	5903	6788
1984	5415	5740	6199	7466
1985	5523	5912	6509	8213
1986	5634	6089	6834	9034
1987	5756	6272	7176	9938
1988	5861	6470	7535	10932
1989	5978	6654	7911	12025
1990	6098	6853	8307	13228*
1991	6220	7059	8722	14550*
1992	6344	7271	9158	16105*
1993	6471	7489	9616	17606*
1994	6601	7714	10097	19367*
1995	6733	7945	10603	21304*

Source: City of Pismo Beach Community Development Department, 1980.

* Maximum population under General Plan is 12,162
Corrected 1-85 to reflect recent General Plan Amendments and Coastal Commission approved version of Coastal Plan.



PROJECTED WATER USE AT GROWTH RATES OF 2, 3, 5, AND 10 PERCENT.

* 1984 ESTIMATED WATER AVAILABILITY

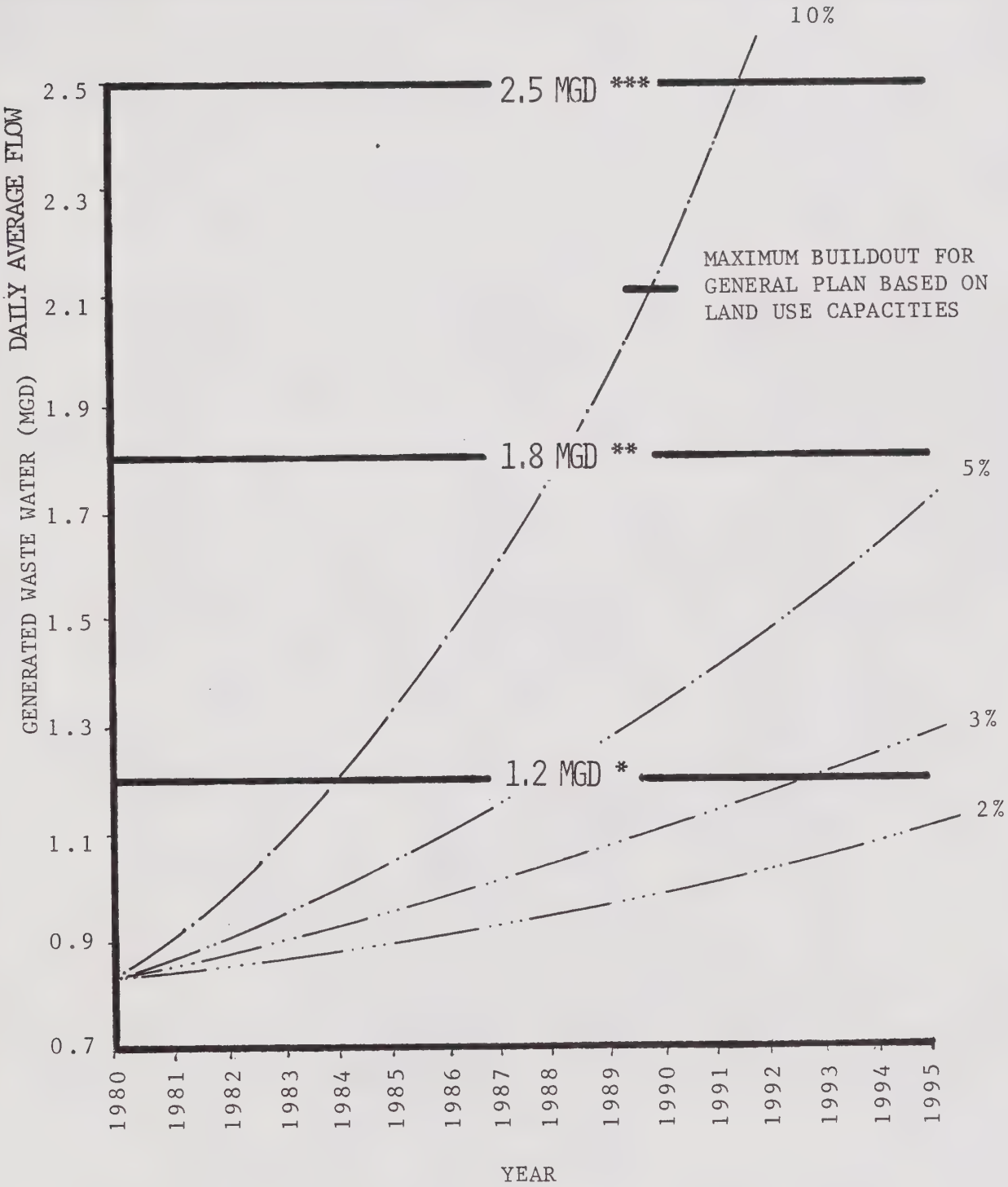
** LOPEZ ALLOTMENT PLUS EXISTING PROJECTED SAFE YIELD OF EXISTING WELLS

This graph takes into consideration additional water usage for commercial and tourist land uses.

Council Adopted on 1-23-81

Corrected & Updated 1-85

FIGURE GP-4



PROJECTED GENERATED WASTE WATER AT GROWTH RATES OF 2, 3, 5, AND 10 PERCENT

* CURRENT MAXIMUM TREATMENT PLANT CAPACITY
** PLANNED EXPANSION OF TREATMENT PLANT FOR 1981
*** MAXIMUM PLANNED TREATMENT PLANT CAPACITY

This graph takes into consideration all development, including commercial, tourist, etc.

Council Adopted, 1-23-81

FIGURE GP-5

III. ENVIRONMENTAL ISSUES

THE CITY OF PISMO BEACH IS LOCATED IN A UNIQUE ENVIRONMENTAL SETTING. PRESERVATION OF THE NATURAL RESOURCES OF THE CITY ARE OF PRIME IMPORTANCE. THE COASTAL BLUFFS OF NORTHERN PISMO BEACH PROVIDE SCENIC VIEWS OF THE PACIFIC OCEAN AND THE FOOTHILLS LOCATED TO THE EAST OF U.S. HIGHWAY 101 ACT AS A SCENIC BACKDROP FOR THE CITY.

Council Adopted, 1-23-81

III. ENVIRONMENTAL ISSUES

A. PHYSICAL CHARACTERISTICS

Physical characteristics of the coastal bluffs and the surrounding hills to a great extent determine both the location and type of development in the City of Pismo Beach. The major physical factors affecting development are slopes, soils, earthquake faults, flooding and ground water, and areas of rapidly eroding bluff tops. This chapter discusses these and other physical factors that affect development patterns. The chapter is divided into six major sections. The first section is an introduction to the physical characteristics of the City. The second section discusses those coastal hazards that influence development along the City's northern coastal terrace. The third section contains the City's Safety Element; the fourth section contains the Seismic Safety Element and the fifth section contains the Noise Element and the last section contains the Air Quality Maintenance Plan. These last three elements are mandated elements of the General Plan. All of the sections interrelate and should be considered in context with one another when considering new development within the City limits. This section also provides background necessary for the Open Space and Conservation Elements.

1. GEOLOGY AND HYDROLOGY

a. Slopes and Surface Hydrology

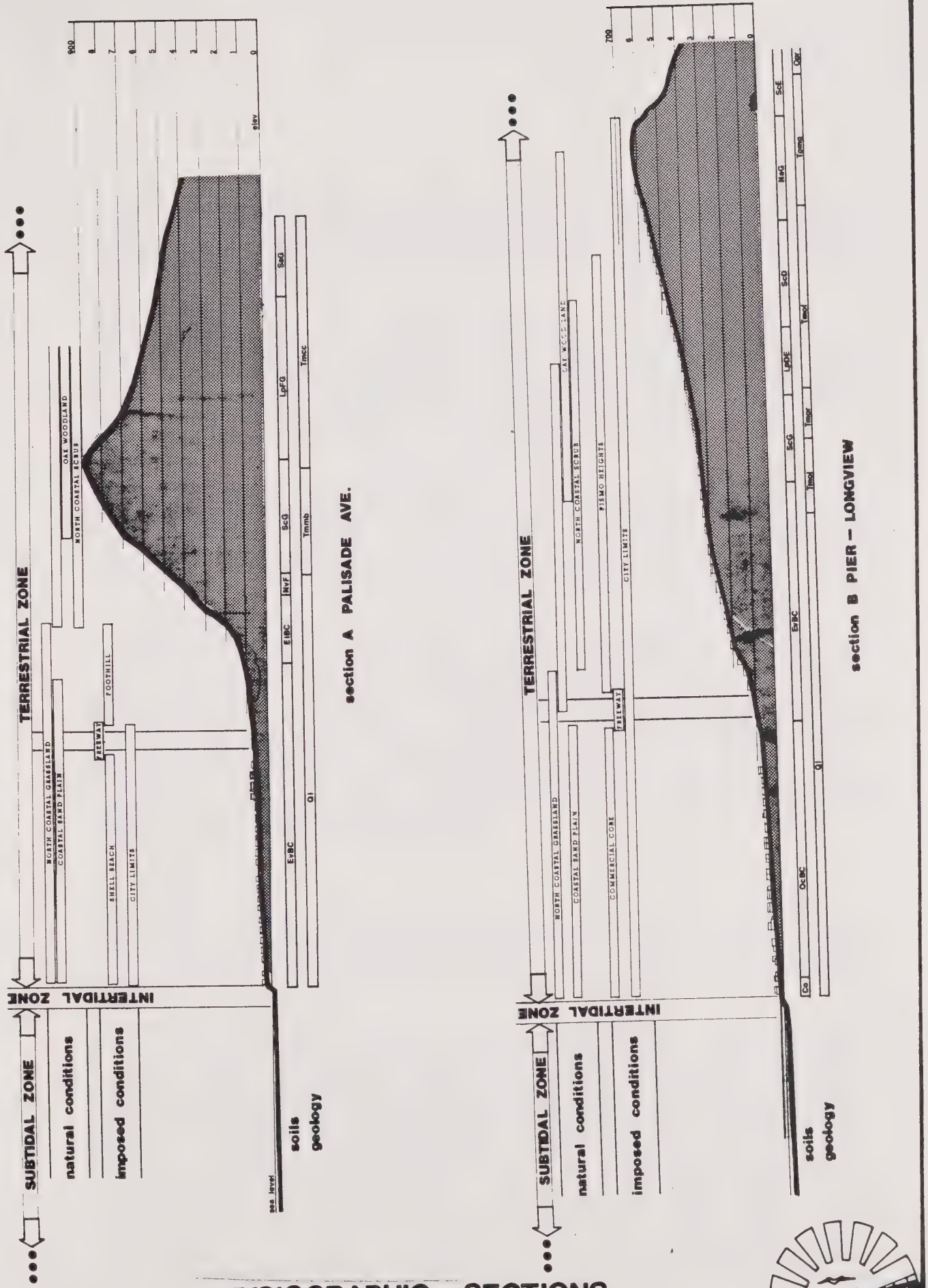
Slope: Slope is the incline of the surface of a soil and is usually expressed by percentage equal to the number of feet of fall per 100 feet of horizontal distance. Slope characteristics strongly affect man's use of the land and natural features as well.

Steep slopes have traditionally contained urban development in the study area and the Land Use Plan recommends that no grading be permitted on slopes greater than 30 percent because of service and access limitations.

Grazing is severely affected on slopes greater than 40 percent. Moreover, slopes have been a controlling influence in the shaping of Pismo Beach as a city.

Natural features affected by slope characteristics include propensity for erosion, location of plant and animal communities, location and rate of surface water runoff and soil properties.

Figure EN-1, at the end of this section, is a slope map which indicates slope characteristics at various intervals. Approximately



PHYSIOGRAPHIC SECTIONS

FIGURE EN2

60 percent of the study area falls within the 0 to 15 percent slope range, 20 percent within the 16 to 30 percent range, and 20 percent is over 30 percent slope. Figure EN-2 provides representative physiographic sections of the northern and southern sections of the City.

Surface Hydrology: The surface hydrology is shown on Figure EN-3; this map indicates the principal hydrographic features in the study area. Primary features are Pismo Creek, Pismo Marsh, and the Pacific Ocean. Secondary features include some valleys of the Pismo Hills. Both primary and secondary features play an important role in supporting various plant and animal communities.

The information on the Slopes and Surface Hydrology maps are used in the following chapters to justify various planning decisions. The maps should prove helpful in understanding the general physiographic makeup of the study area. In addition, these data can aid developers and landowners in making development decisions.

It should be noted that the use of Slopes and Surface Hydrology information shown should be limited to general planning. Larger scale maps would be required for specific project decisions. For example, areas which show slopes of a particular percentage range may actually contain small areas which fall into a greater or lesser percentage category. Hydrographic information shown is also of a general nature. Detailed investigation of surface water runoff patterns, groundwater and its recharge, and other hydrologic phenomena are beyond the scope of this study. Again, more detailed investigation would be required for specific project decision making.

b. Geology

Figure EN-4 shows primarily the youngest geological formations, in other words, only those conditions which occur on or near the surface. Underlying older formations are not shown except where left exposed by weathering or other influences.

The geologic structure of the area was obtained from a comprehensive but preliminary map prepared by geologist C.H. Hall in 1969. Apparently this is the most recent information available. According to Hall, there are six basic formations occurring in the Pismo Beach area, along with some recent alluvial deposits. The oldest formation is the Franciscan (see explanatory list with Figure EN-4) which attains a maximum depth of 1500+ feet. The basement complex, which was formed in the Precretaceous, underlies the study area. It is primarily composed of graywacke sandstones interbedded with shale, siltstone, and chert layers. Also included in this formation is serpentinite, a slippery, unstable green rock composed of serpentine minerals derived from the alternation of previously existing olivine and pyroxene.

The next formations occurring to any significant extent are the Monterey and Pismo formations. The older Monterey was deposited during the Tertiary, approximately 25 to 58 million years ago. It is composed of cherty shale. Dolomitic siltstone, and tuffaceous siltstone, all of which were formed from the erosion of the Franciscan and volcanic formations (tuff from eruptions of the Morros). The more recent Pismo formation is composed of consolidated marine sediments which are made of pebbly sandstone containing much organic or carbonaceous matter, mostly in the form of tarry hydrocarbons, hard claystone, hard silty shale, and local diatonite. Porcelaneous or opaline shale are also present.

These three formations, Franciscan, Monterey, and Pismo, exist between the western boundary of the freeway and the Pacific Ocean. The Obispo formation is located on the sloping east side of the freeway and is made up of soft, easily weathered, white, fine-to-coarse grained tuff. Tuff is a rock composed of compacted volcanic fragments generally smaller than 4 mm. in diameter. When exposed to the elements tuff is easily eroded. An example of this erodibility is located south of the present sewer farm and directly east of the Five Cities Shopping Center. The erosion characteristics of tuff should be carefully considered when evaluating the impact of urban development located atop the Obispo formation.

Cliff and Marine Terrace Areas: In the northwestern portion of the study area (Sunset Palisades through Dinosaur Caves planning areas) there exist marine terraces which are in actuality old wave-cut platforms that have been uplifted. These platforms are a result of continuous wave erosion. As the waves work at eroding the bluff face, they leave behind them flat, wave-cut platforms. Gradually, through geologic time, these platforms are uplifted to form marine terraces--the gently sloping plains extending from the west edge of the freeway to the sea cliff edge. Beaches in the rocky areas are formed by sand being deposited on top of the wave-cut platforms by the longshore current. Another result of wave erosion is more resistent rock that has withstood the effects of the waves.

The occurrence of surge channels is an erosional feature that should be of interest to the City with regard to shoreline development. These channels begin to form as small inlets perpendicular to the coastline. Gradually the softer cliff sediments are eroded away from a focus for the ocean waves and tides. The developing channel intensifies the waves' power, which pushes the channel even farther into the cliff. As time progresses the sea begins to undercut the cliff at the back of the channel to form a cave. This cave experiences further excavation until either the surface structure above the cave collapses completely, forming a very steep-walled canyon, or a blow hole such as the one below the Spyglass Point restaurant development. Surge channel potential, if extensive enough, might be used as criteria for limiting coastal development.

The geologic material concerning Pismo Beach is adequate in scope; however, it needs to be studied in greater detail. Hall's mapping of the land east of the freeway is extensive and fully comprehensive, but the landforms in the study area below the freeway have only been spot-mapped due to the lack of rock outcrops. The map should be adequate for general decisions making; however, in dealing with specific sites a specialist should be consulted for highly accurate information.

Section 2 of this chapter provides more detailed information on bluff-top erosion as part of the Hazards studies conducted in conjunction with the Coastal Plan.

c. Soils

Soils are the aggregate of weathered minerals and decaying organic material that cover the earth in a thin layer in which plants grow. Soil is affected by both natural and human impact which, when acting individually or in unison, can create a variety of modified situations. For example, wind and natural runoff can directly cause soil erosion, But urban development can aggravate soil loss by exposing it, through removal of protective vegetal cover, to adverse natural elements; it can create excessive runoff, as from paved areas, which affects adjacent lands; it can subject the surface and subsurface materials to excessive compaction, thereby reducing permeability and increasing the soil saturation potential. Commercial agriculture, too, often modifies the internal structure of soil by over-utilization or leaching out of nutrients and subsequent concentration of salts.

Soil Classification: The United States Department of Agriculture has grouped the soils of the Pismo Beach area into eleven different coded types. These solid groups are described by three different classification systems:

1. Land Capability Classification
2. Vegetative Soil Grouping
3. Hydrologic Soil Grouping

The relationships between soil characteristics and the "soil types" are recorded in a descriptive matrix, Figure EN-5. The description of soils in the City is contained in the Appendix.

The classification of the soil types in the Pismo Beach area was the product of a field survey and aerial photo analysis conducted by the Santa Maria branch of the Department of Agriculture, Soil Conservation Service, during the years 1970 to 1972. The fact that this soil information is several years old has little effect on its validity since soil does not change over such short periods of time. (In fact,

Figure EN-5 SOIL MATRIX

SOIL TYPES	SOIL PROPERTIES																							
	Effective Depth				Alkali Salinity		Drainage Class				Surface Soil Texture										Surface Soil Reaction			
	10-23	24-48	49-60	60+	None	Slight	Well	Excessive	Poor	Altered	Variable	Shaly Clay Loam	Peat	Sand	V.Sh. Clay Loam	Loamy Sand	Csl	CLsl	SL	ShL	Slight Acid	Medium Acid	Strong Acid	Slightly alkaline
BaA			●			●				●							●							1
BcA2				●		●			●									●						1
CaBD				●	●			●						●										
CbA		●				●			●										●					1
Co				●	●									●										
Du				●	●			●						●										
ElBC			●		●		●													●	●			
EvBC			●		●		●					●												1
LgA				●	●			●								●								
LpDE	●				●			●							●									
LpFG	●				●			●							●									
NVF		●			●		●											●						1
OcBC				●	●			●						●								●		
OcDE				●	●			●						●								●		
Pe	●				●				●				●										●	
Saf		●			●		●					●										●		
ScE		●			●		●					●										●		
ScG		●			●		●					●										●		
SdD2*			●		●		●									●						●		
SdD2**		●			●		●									●						●		
SR	●				●			●			●													
ArDE3		●			●			●								●						●		
ArEF			●		●			●								●						●		
ArEF2		●			●			●								●								
NaG		●			●		●											●				●		
ScD		●			●		●					●										●		
SeD			●		●		●												●			●		
SeE		●			●		●												●			●		
SeF		●			●		●												●			●		
Sw		●				●			●															

SOIL TYPES	SOIL PROPERTIES														Soil Groupings					
	Subsoil Texture										Subsoil Permeability				Vegetative Soil Group					
	V. Sh. Clay Loam	Sandstone/Shale	Peat	Sand	Hard Fract. Shale	Loamy Sand	S.-to Loamy Sand	STR	L	ShL	Rapid	Moderate	Moderate Slow	Very Slow	A	B	C	E	H	J
BaA								●					●				●			
BcA2								●					●					●		
CaBD				●							●					●				
CbA									●			●						●		
Co				●							●									●
Du				●							●					●				
ElBC										●		●			●					
EvBC	●												●		●					
LgA						●					●					●				
LpDE					●								●							
LpFG					●							●								●
NVF	●												●		●					
OcBC							●				●					●				
OcDE						●					●					●				
Pe			●									●							●	
Saf	●											●				●				
ScE	●											●				●				
ScG	●											●								●
SdD2*														●				●		
SdD2**						●							●			●				
SR		●										●								●
ArDE3						●					●									●
ArEF						●					●									●
ArEF2						●					●									●
NaG													●							●
ScD	●											●				●				
SeD						●							●			●				
SeE						●							●			●				
SeF						●							●							●
Sw																				●

SOIL TYPES	Soil Groupings												Soil Limitation Ratings																	
	Land Capability Class								Hydrologic Soil Group				Water Erosion Hazard			Wind Erosion Hazard			Shrink/Swell			Septic Tank Filter Fields			Wtr. Reten. Embankments			Wtr. Reten. Impoundments		
	I	II	III	IV	V	VI	VII	VIII	A	B	C	D	High	Moderate	Slight	Severe	Moderate	Slight	High	Moderate	Low	Severe	Moderate	Slight	Severe	Moderate	Slight	Severe	Moderate	Slight
BaA		●									●				●				●			●				●				●
BcA2			●								●		●						●			●					●		●	
CaBD			●	●					●						●	●		●			●	●			●			●		
CbA				●							●				●					●		●				●			●	
Co								●	●				●			●					●	●			●			●		
Du						●			●				●			●		●			●				●			●		
ElBC		●							●						●					●				●		●			●	
EvBC		●								●					●					●			●						●	
LgA			●	●					●						●	●		●			●			●	●			●		
LpDE						●						●	●			●	●	●		●		●					●	●		
LpFG							●					●	●			●	●	●		●		●					●	●		
NVF						●					●		●							●		●				●			●	
OcBC			●	●					●					●		●		●			●			●	●			●		
OcDE						●			●				●								●	●			●			●		
Pe						●						●	●			●					●	●			●			●		
Saf						●					●		●						●			●					●	●		
ScE						●					●		●			●	●		●			●					●	●		
ScG							●				●		●				●		●			●					●	●		
SdD2*				●							●			●					●			●				●		●		
SdD2**				●							●			●							●	●				●		●		
SR								●				●	●			●				●		●			●			●		
ArDE3								●		●						●					●	●			●			●		
ArEF						●				●			●			●					●	●			●			●		
ArEF2							●			●			●			●					●	●			●			●		
NaG							●				●		●					●		●		●					●	●		
ScD				●							●			●			●		●			●					●	●		
SeD			●								●			●			●				●		●				●	●		
SeE						●					●		●				●				●	●					●	●		
SeF							●				●		●				●				●	●					●	●		
Sw								●				●			●	●					●	●			●			●		

REMARKS

Notes:

1. BaA is moderately alkaline
   BcA2 is moderately alkaline
   CbA is moderately alkaline
   EvBC is mildly alkaline
   NVF is moderately alkaline

FIGURE EN5

the soil survey for San Luis Obispo County conducted by the USDA in 1928 is still valid, although some of the sampling techniques have changed.)

As in most field surveys, the number of actual samples taken in the area was limited. These samples plus the vegetative descriptions derived from aerial photos were used to give a moderately accurate zonal description of the study area. However, it should be realized that each mapped soil classification only designates the predominant soil types within any given zone. Other soil types can and do exist in varying quantities in these areas.

The most accurate way of determining soil type for a specific piece of land is to hire a soils consultant to take field samples. Short of this ideal solution, the accompanying soils map, Figure EN-6, will yield a general indication of types and locations which can be used in broad-scale planning.

D. Goals, Policies and Programs

The goals, policies and programs which follow relate to conservation of the physical resources in the City. These apply to the Conservation Element requirements of the General Plan.

GOAL S-1: To maintain the unique physiographic character of Pismo Beach because of its strong interrelationship with other ecological elements and because of its scenic and historic values.

GOAL S-2: To maintain regimen stability through proper management of vegetal cover, natural surface water runoff patterns and patterns of groundwater recharge.

GOAL S-3: To conserve soil resources in order to prevent significant damage to biotic communities, to prevent excessive erosion due to wind and water, and to minimize depletion of their inherent properties through proper management.

POLICY S-1: The physical character of Pismo Beach shall be preserved and protected from damage as much as possible.

Program S-1: The City shall retain the ordinances which regulate grading, development on hillsides, and control subdivisions.

POLICY S-2: Streams, ponds and marshes shall be protected from adverse impact and maintained for their scenic open space qualities and biological productivity. Aquatic elements are extremely delicate and very productive and shall, therefore, be conserved.

Program S-2: The programs given in the Natural Resources Section of the General Plan will apply to this policy.

POLICY S-3: No action shall be permitted which significantly alters the hydrologic character of marine zones within the City's sphere of influence.

Program S-3: The City should express disagreement to any agency or development company which plans activities that significantly alters the hydrologic character of marine zones within the central coast area.

POLICY S-4: Alteration of existing drainage patterns which can cause damage shall be prohibited.

Program S-4: Detailed analysis of surface water runoff patterns shall be undertaken, particularly in urbanized areas, to determine storm drainage needs and to deal effectively with its adverse environmental impact. New development shall include storm drainage studies as part of their project requirements.

POLICY S-5: Geologic characteristics shall be preserved and protected as much as possible from damage.

Program S-5: Geological formations of scenic, historic or educational value should be retained in open space.

Program S-6: Mining and removal of materials (sand, gravel, and other minerals) for commercial use shall be prohibited.

Program S-7: Construction of structures or pathways on easily erodible areas should be prohibited unless appropriate compensatory measures are taken.

POLICY S-6: Areas known to be prone to landsliding or severe land slippage shall not be developed.

POLICY S-7: In all areas of development, appropriate erosion control methods shall be implemented and maintained during and after construction.

Program S-8: The City shall adopt and strictly enforce grading regulations with particular concern for soil conservation.


The City Of
PISMO BEACH
Sphere of Influence
COASTAL ZONE BOUNDARY
City Limits
Urban Service Line
City Limits
Urban Service Line
City Limits
SLOPES
0 TO 5%
6 TO 15%
16 TO 30%
OVER 30%
0 600' 1200' 2400'
PREPARED 1980
SLOPE MAP
FIGURE EN-1

The City Of PISMO BEACH

SURFACE HYDROLOGY

FIGURE EN-3

PREPARED 1980
REV. 1-83

The City Of PISMO BEACH

ERA	EPOCH
TERTIARY	PALEOCENE
TERTIARY	MIOCENE
QUATERNARY	RECENT & PLEISTOCENE

Qal [illegible] Unconsolidated sand, [illegible].

Qls [illegible] Loosely [illegible] and well-rounded [illegible] chert and [illegible].

Tpms [illegible] of the San Miguelito [illegible]. Mainly white red.-gr. [illegible] siltstone.

Tpmg [illegible] Canyon Member of Pismo Formation. [illegible] claystone, hard silty shale; [illegible] diatomite, porcelaneous or [illegible] shale.

Tmpe Edna Member of Pismo Formation. Bituminous, coarse-grained, pebbly sandstone.

Tmmc Monterey Formation. Cherty shale, locally diatomaceous.

Tmmb Basal Monterey Formation. Dolomitic siltstone and tuffaceous siltstone. Large (1 foot thick) blocks and beds of dolomitic siltstone characterize the unit.

Tmot Obispo Formation. Soft, easily weathered, white fine-to-coarse grained tuff (Tmot); Tmof, tuffaceous claystone or siltstone; Tmor, resistant, hard tuff; Tmod; diabase.

PREPARED 7/73 REVIEWED 7/80

GEOLOGY

FIGURE EN-4

The City Of PISMO BEACH

GENERAL SOILS

FIGURE EN-6

PREPARED 1973 REVIEWED 7 80

2. COASTAL HAZARDS

This chapter relates to the provisions of the Coastal Act pertaining to minimizing hazard potential in the Coastal Zone. The Coastal Act of 1976 specifically addresses hazard reduction in several sections of the act; see Table EN-1.

The coastal hazards identified in the City of Pismo Beach are stated in the City's issue identification document of the Local Coastal Program. Much of the hazards information referenced in the issues identification document is contained in the Safety, Seismic Safety and Noise Elements of the General Plan (see other sections of this chapter). The focus of this section is on those issues identified as potential hazards in the Coastal Zone which includes flood hazard, hillside and watershed protection, and bluff and beach erosion.

a. Flood Hazard

The City has two areas with potential flood hazards, the area around Pismo Creek and Meadow Creeks and the Pismo Marsh drainage area. The last flood of major proportions occurred in 1971 which damaged private and City property along the two creeks. Since the floods, the City with the aid of the Army Corps of Engineers has made alterations to Pismo Creek channel to reduce flood hazard. Existing flood plain maps prepared prior to the recent creek improvements show that substantial developed areas in the City's Commercial Core and Pismo Creek Planning Areas could be subject to flooding from a 100 year storm.

The majority of the Meadow Creek flood plain within the City limits is contained within the State Department of Fish and Game controlled Pismo Lake Ecological Preserve (Pismo Marsh). The preserve is bounded on all sides by slopes which rise over the 100-year level of flood, thus containing flooding within the preserve boundary. Meadow Creek leaves the preserve at State Highway 1 which crosses the creek via a low-lying bridge. The creek flows into the North Beach Campground where it divides into two channels, one flowing into the ocean, and the other flowing southward into the Grover City area (see Figure EN-3). The creek channel floods State Highway 1, the commercial property to the north of the creek at State Highway 1, and the North Beach Campground during periods of heavy storm flows.

The 100 year flood plain maps have recently been revised by the Army Corps of Engineers. Any proposed project within the existing mapped area should supply flood plain information prior to project construction in order to determine whether or not the property is subject to flooding.

b. Hillside and Watershed Protection

The Coastal Act of 1976 requires regulation of development on hillsides and watersheds. Several sections of the Act, specifically sections 30253, 30231 and 30251, address protection of hillsides and watersheds; see Table EN-1 for the Coastal Act sections.

Disturbance of hillsides and watersheds can result in the loss of soil and slope stability as well as increased erosion. The removal of vegetation deprives the soil of the stabilizing function of roots and this loss of soil stability increases erosion and thus lowers downstream water quality as a result of siltation. Wetlands and streams are particularly impacted by increased siltation. Heavy rains on unstable slopes can produce landslides, slumps, and flaws, especially in steeply sloping areas.

Disturbance of hillsides and watershed lands from development may also alter the natural drainage pattern and thus produce increased runoff and erosion. Removal of vegetative cover decreases percolation of precipitation into the soil, thereby reducing the amount of groundwater recharge and adding water to runoff that would ordinarily be transpired by trees and shrubs. Construction of impervious surfaces, such as roads and buildings, decreases the amount of runoff that would ordinarily be transpired by trees and shrubs. Construction of impervious surfaces, such as roads and buildings, decreases the amount of groundwater percolation increasing the amount of runoff. Increased runoff, in addition to producing intensified erosion, also creates downstream flood hazards. Moreover, runoff from land surfaces is often contaminated with a variety of industrial, agricultural, commercial, or household residues. Most erosion pollution problems result from persistent erosion of soil, from fertilizers and biocides applied to the land, and from nutrients and toxic substances in watershed discharges. Estuaries are the terminal for coastal watershed drainage systems and therefore such substances tend to concentrate in them.

Protection of hillsides and watersheds is therefore necessary to minimize risks to life and property from flooding, slope failure, and landslides; insure continued biological productivity of coastal streams and wetlands; protect groundwater resources; and preserve scenic values.

The City of Pismo Beach has recognized the importance of minimization of development on hillsides and has excluded grading on slopes greater than 30 percent. It is the intent of this City to continue to restrict development on slopes greater than 30 percent, except on existing subdivided parcels.

There are two major watershed areas of importance in the City: the Freeway Foothills Planning Area and the Oak Park Heights Planning

TABLE EN-1

COASTAL ACT POLICIES

RELATING TO HAZARDS

"New development shall:
(1) Minimize risks to life and property in areas of high geologic, flood and fire hazard.
(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Section 30253."

"New hazardous industrial development shall be located away from existing developed areas. Section 30250(b)."

"The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entertainment, controlling runoff, preventing depletion of ground water supplies and encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alternation of natural streams. (Section 30231)."

"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alternation of natural land forms, to be visually compatible with the character of the surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. Section 30251."

SOURCE: Coastal Act of 1976.

Area. The Freeway Foothills area is on the easterly side of U.S. Highway 101 and comprises 107 acres in the city limits and 1,194 acres in the County of San Luis Obispo. This watershed is a minor watershed and is a minor contributor to groundwater recharge in the Avila Area and Pismo sub-basins. Most of the surface water drains via surface drainage or undersheeting to the coastline. The natural drainage patterns have been redirected by the construction of U.S. Highway 101 and to a lesser degree by the construction of Shell Beach Road. The result of this redirection was to concentrate the great majority of the drainage to two locations as shown on Figure EN-3. The volume of water directed to these two channels has resulted in pronounced drainage areas; a major drainage across the South Palisades Planning Area and a smaller one at the northwest edge of the Spyglass Planning Area. The watershed also drains to the coast by way of sheet flow and a number of minor drainage swales stretching from U.S. Highway 101 to the cliff. The principal drainage issue affecting the coastal planning areas is the substantial problems resulting from surface erosion along the cliffs.

The second watershed in the City of major importance is the Pismo Marsh watershed. Pismo Marsh is owned by the State Department of Fish and Game and is a significant wildlife habitat (see Natural Resources chapter of this General Plan). Approximately 2,156 acres are within this watershed, of which 468 acres are in the City limits. This watershed drains into the marsh area and also recharges the Arroyo Grande Plain Tri-cities Mesa ground water basin (see the Appendix). Pismo Marsh (Pismo Lake Ecological Preserve) is one of the most important biological areas in San Luis Obispo County and it is being destroyed by sediments. Existing naturally sensitive soil conditions, coupled with an increase in land development activities upstream of the marsh within the City limits of both Pismo Beach and Arroyo Grande and in the County unincorporated areas, has caused substantial deposition of sediment. As a result of sediment deposition, approximately four acres of the marsh's wetlands have filled in and are now drylands. This ecosystem disruption greatly reduces the amount of life supported by the marsh.

c. Cliff Erosion

Approximately five miles of the northwest portion of the City's shoreline consists of cliffs and bluffs ranging in height from ten to one hundred feet. The rapidly receding nature of this long cliff line has claimed, and continues to threaten, a broad range of public and private investments located near the edge. This bluff erosion has been caused by both natural causes and human activities, including development and intrusion up and down the unprotected banks. Research on erosion rates of these shoreline bluffs is badly needed and a determination made on the effect development has on erosion potential.

To meet the requirements of the Act, bluff and cliff developments must be sited and designed to assure stability and structural integrity for

TABLE EN-2

EROSION RATES IN CRITICAL HAZARD AREAS

NO.	CRITICAL HAZARDS AREA	Bluff Height (Ft.)	Erosion Rate (Ft./Yr.)	Erosion Rate (In./Yr.)	Estimated Erosion Rate (Ft./Yr.)	Setback 20° Rule (Ft. from back of bluff)
1	Seacliff Park	50	0.9	10.5	90	200
2	Cuyama Street	50	*	*	*	195
3	Montecito/Palomar Streets	25	0.6	7	60	85
4	Capistrano Street	30	0.2	2	20	113
5	Leeward/Pier Streets	50	*	*	*	235
6	Palisade/Seaview Streets	50	*	*	*	165
7	Dinosaur Caves	100	2.2	26	220	325
8	Cypress Street	60	0.5	6	50	216
a	South Palisades - Area B	30	*	*	*	83
b	South Palisades - Area B	30	*	*	*	83
c	Barranca - Area B	70	*	*	*	190
d	Spyglass - Area C	70	*	*	*	190
e	Dinosaur Caves - Area I	75	*	*	*	200
f	Dinosaur Caves - Area I	75	*	*	*	213
g	Shorecliff Inn - Area I	75	*	*	*	213
h	Shorecliff Inn - Area I	100	*	*	*	400
9	Main Street Ramp	15	3.6	44	NA	NA
10	Seawall	20	*	*	NA	NA
11	Hinds/Stimson Streets	20	2.6	31	NA	NA
12	Stimson/Ocean View Streets	3	2.6	31	NA	NA
13	Ocean View Ramp	6	3.6	43	NA	NA
14	Addie Street Outfall	12	6.2	74	NA	NA

(Source: City of Pismo Beach Critical Shoreline Erosion Project, 1978)

*No figures available. NA: Not Applicable

Numbers refers to Critical Facilities Study; Letter based on EIR or other available data

their expected economic lifespans while minimizing alteration of natural landforms. Bluff and cliff developments (including related storm runoff, foot traffic, site preparation, construction activity, irrigation, waste water and storm water disposal and other activities and facilities accompanying such development) must not be allowed to create or contribute significantly to problems of erosion or geologic instability along the blufftops on or surrounding geologically hazardous areas. The Coastal Act also stipulates that development shall not result in the construction of protective devices that would substantially alter natural landforms along the cliffs and bluffs.

Table EN-2 and Figure EN-7 summarize the available information regarding bluff erosion rates along the City's bluff areas. The City conducted a critical shoreline erosion study in 1978 for submittal to the state for flood damage funds. This study provided background in select areas of the City regarding erosion damages from either sand loss or bluff top erosion. Eight areas of the City suffered damage from severe storms in 1978. The Appendix contains the background report showing cross-sections and their applicable data.

In addition to the City Critical Shoreline Hazards Survey, several proposed projects in the northern portions of the City have supplied some geologic and cliff erosion figures. The geologic portions of some of the Environmental Impact Reports are included in the Appendix. Based on these few studies, cliff erosion north of the Spyglass Inn ranges from ½ to 1 foot per year. The geologic reports prepared in the Dinosaur Caves area conflict on other areas, but the reports do concur that the minimum bluff erosion is about 3 inches per year which is the average estimated by the State for the entire State of California. Previous bluff top setbacks estimated by the City have been based on this statewide average.

Precise information regarding cliff retreat is not available for the majority of the coastline. More information on a site-by-site basis is needed regarding the erosion process, rates of erosion, and exact locales of most severe cliff or bluff top erosion other than those identified by the City.

In analyzing the cliff portion of the shoreline, one remaining point needs to be stressed and has been well stated by D.N.O.D.: In most of these areas, erosion is slow and development so sparse that the natural process results in no adverse effect upon man. However, in developed areas where man has built houses, roads, etc., erosion does adversely affect man. Either these areas must be protected or improvements must be abandoned. (Department of Navigation and Ocean Development, 1971.)

d. Beach Erosion:

The sandy and rocky beaches are the most highly valued recreational features of the City. The southern beaches, however, are being lost to erosion. The stability of a sandy beach depends on maintaining the balance between sand brought to a section of beach and that removed from it, either by nature or by a man's actions.

The ongoing transportation of beach materials is a product of erosion processes. The waves' energy tends to converge on the headlands and causes extensive and constant erosion. The eroded material is transported by the longshore current southward along the coast to Pismo Beach. Actual beach building occurs in the littoral zone, where the building material is sorted by wave action to form a level beach. Beach sand is moved onshore or offshore, usually seasonally, by the uprush and backwash of the waves, and can also be moved laterally by the longshore transport. This action is a result of ocean waves striking the shoreline at an angle. The impinging waves have an energy and wave motion component which is responsible for the movement of sand along the cliff and bluff areas within the study area.

The three main natural sources of beach material are:

1. Material moving into the area from adjacent beaches by the longshore current.
2. Contributions by local streams.
3. Contributions through erosion of coastal formations, other than beaches, exposed to wave attack.

Considering the coastline as a whole, maintenance of beaches by natural processes must be attained at the expense of the erosion of land masses. Any selected portion of the Pismo Beach coastline will exhibit one of the following three conditions:

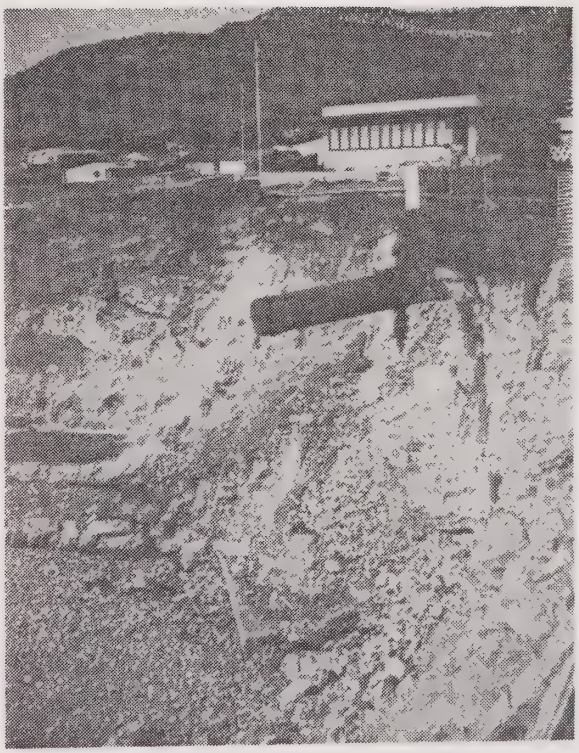
1. Supply of sediments to the beach from all sources is in excess of that removed by natural forces, resulting in extensive beach building.
2. Losses exceed the material being supplied, causing beach erosion.
3. The shoreline is stable and both erosion and deposition are in a state of balance.

In the northern cliff and steep bluff portions of the City, the third condition probably holds true. However, this balanced position could easily be altered by unplanned development.

Based on the Critical Shoreline Hazards Survey (see Appendix), temporary sand loss since 1971 has averaged about 3 feet per year. An exception to this is the sand beach adjacent to the Addie Street Outfall where the loss was over 6 feet a year; this loss was probably due to a combination of functions. Much of this sand loss occurs in the winter and is redeposited in the spring. The deposition has not

been monitored to ascertain the amount of increase or the net sand loss. Further research is needed to determine whether or not the City has a major beach erosion problem.

Once the erosional systems have been established it is possible to employ management techniques, both natural and artificial, to compensate for loss of material. Sandy beaches usually receive the most attention because they are intensely used by the public as recreation and open space areas.



NOTE: Previous erosion situation corrected.

e. Goals, Policies and Programs

GOAL S-4: To assure that 100-year flood levels and their hazards do not damage private and public property or result in damage to the safety, health and welfare of Pismo Beach residents.

GOAL S-5: To give special consideration to the hillside areas in the City, which, due to their steep topography and scenic values, require special protection so that development of hillside lands will not destroy their natural amenities nor deplete the scenic resources of the City.

GOAL S-6: To ensure that development be set back a safe distance from the top of the bluff in order to retain the structures for a minimum of 100 years, and to neither create nor contribute significantly to erosion, geologic instability or destruction of the site or require construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

GOAL S-7: To preserve and protect the City's sandy and rocky beaches from development.

POLICY S-8: All new development, including construction, excavation and grading, except for flood control projects, creek clearance, and other measures to reduce flood occurrence, shall be prohibited in the floodway unless off-setting improvements in accordance with HUD regulations are provided (see Natural Resources policies). No development shall be allowed within a stream corridor. If a proposed development falls within the flood plain, development will be permitted provided creek setback requirements are met and finished floor elevations are above the projected 100-year flood elevation as defined by FIA maps. No developments shall be allowed which will contribute to flood hazards or require flood control works for flood protection. Any flood protection shall consider environmental protection.

Program S-9: Until the Flood Insurance Act maps are updated by the Army Corps of Engineers, any development within the existing flood plain must submit proof at the time of project submittal that their project complies with the HUD regulations for construction within 100 year flood zone boundaries. When the maps are updated, those projects which are located within the new designated flood plain must, at the time of project submittal, demonstrate that the project complies with the HUD regulations for off-setting improvements and finished floor elevations are one foot above the projected 100 year flood elevation.

POLICY S-9: The City's existing Hillside Regulations of the Zoning Ordinance shall remain in effect, and the requirement of grading shall continue to be restricted above 30 percent slope. In

addition, the City shall prepare a grading ordinance which incorporates the following policies:

a. Plans for development shall minimize cut and fill operations and any development requiring extensive cut and fill may be denied if it is determined that the development could be carried out with less alteration to the natural terrain.
   b. Development shall be designated to fit the site topography, soils, geology, and any other existing conditions and be oriented to minimize grading and other site preparation.
   c. Native vegetation such as trees shall be preserved. Mature oak trees shall not be removed unless the tree is diseased or damaged.
   d. Grading shall occur only during the dry season, between April and December (see Zoning and Grading and Erosion Control Ordinances for details).
   e. All measures for removing sediments and stabilizing slopes shall be in place before the beginning of the rainy season.
   f. Sediment basins shall be required in conjunction within initial grading operations and maintained throughout the development process if necessary.
   g. All cut and fill slopes in a completed development shall be stabilized immediately with planting of native annual grasses and shrubs, or appropriate non-native plants with accepted landscaping practices.
   h. Provision shall be made to conduct surface runoff waters that will occur as a result of development to storm drains or suitable watercourses to prevent erosion. Drainage devices shall be designed to accommodate increased run-off resulting from modified soil and surface conditions as a result of development.
   i. Degradation of the water quality of the groundwater basins, streams, or wetlands shall not result from development of a project. Pollutants such as chemicals, fuels, lubricants, raw sewage, and other harmful waste shall not be discharged into or along side streams or wetlands during or after construction.

PROGRAM S-10: A runoff control plan designed by a licensed engineer qualified in hydrology and soil mechanics shall be required for all development on slopes greater than 10 percent; such plan shall assure that no increase in the peak runoff rate from the developed site would occur as a result of a 10 year frequency storm over a six hour period.

The runoff control plan, including supporting calculations, shall be subject to the review and approval of the City Engineer prior to commencement of construction. Such a plan shall include the following provisions:

a. Runoff control shall be accomplished by minimizing grading and utilizing non-structural techniques such as on-site percolation galleries. Energy dissipating devices at the terminus of outflow drains shall be required.
b. For permitted grading all permanent erosion control devices shall be developed and installed prior to or concurrent with any on-site grading activities.
c. Prior to the commencement of any grading activity, the permittee shall submit a grading schedule which indicates that grading shall be completed within the permitted time stipulated in Program S-11 and that any variation from the schedule shall be promptly reported to the City Engineer.
d. Prior to the issuance of a permit for development, a detailed landscape plan indicating the type, size, extent and location of plant materials, the proposed irrigation system, and other landscape features shall be submitted, reviewed and determined to be adequate and approved. Drought tolerant, native plant materials shall be utilized to the maximum extent feasible.

Program S-11: All grading activities for roads, future building pads, utilities and the installation of erosion and sedimentation control devices shall be prohibited within the period from November 1 to March 31 of each year, except that the following grading activities may be permitted outside the above time constraints:

1. Grading on slopes if they do not drain into an environmentally sensitive habitat area.
2. Grading on slopes less than 10 percent, if the amount of material to be graded does not exceed 50 cubic yards.

Program S-12: All areas disturbed by grading shall be planted with temporary, or in the case of finished slopes, permanent erosion retardant vegetation. With respect to grading not exempted by Program S-9(b), such planting shall be made prior to November 1. Native species shall be planted wherever feasible. Such plantings shall be accomplished under a plan prepared and submitted by a licensed landscape architect and shall consist of seeding, mulching, fertilization, and irrigation adequate to provide 90 percent coverage within 90 days of the time of planting. Planting shall be repeated if the required level of coverage is not established within the time period stipulated above. This requirement shall apply to all disturbed soils, including stockpiles, and to all building pads and road cuts.

Program S-13: The City shall incorporate the above measures into either the existing Hillside Ordinance or a grading ordinance or both, whichever is the most applicable.

POLICY S-10: The City shall participate in the California Association of Resource Conservation Districts' proposed watershed management program as outlined in "Erosion and Sediment in California Central Coast Watersheds - A Study of Best Management Practices, June, 1979" as it applies to the City of Pismo Beach watershed area.

Program S-14: The City will incorporate the Resource Conservation Districts' proposed watershed management program into the existing Hillside Ordinance or a grading ordinance or both, whichever is the most applicable.

POLICY S-11: In areas of new development, new structures shall be set back a sufficient distance from the bluff edge to be safe from the threat of bluff erosion for a minimum of 100 years. The City shall determine the required setback based on the following criteria:

a. For development on single family residential lots subdivided prior to January 23, 1981, the minimum bluff setback shall be 25 feet from the top of the bluff (bluff top is defined as the point at which the slope begins to change from near horizontal to more vertical). A geologic investigation may be required at the discretion of the City Engineer, and a greater setback may be applied if local conditions warrant.
b. For all other development, a geologic study shall be required for any development proposed within the area between the face of the bluff and a line described on the blufftop by the intersection of a plane inclined at a 20 degree angle from horizontal, passing through the toe of the bluff or cliff, or fifty feet inland from the edge of the bluff, whichever is greater. All geologic reports prepared for blufftop development, which do not address the area beyond the 20 degree rule, shall include a specific finding that no study beyond the area delimited by a line running from the base of the bluff to the top of the bluff at a 20 degree angle is necessary to assure the long term structural stability of the proposed development.

Program S-15: The City shall develop blufftop guidelines including the requirement for the contents of the geologic reports. Additionally, blufftop guidelines and requirements for the contents of site specific geologic reports shall incorporate the information requirements contained in the State Coastal Commission's guidelines for Geologic Stability of Blufftop Development, adopted May 3, 1977. The report shall consider, describe and analyze the following:

1. A site specific erosion control plan to assure that the development would not contribute to the erosion or failure

of any bluff face shall be prepared by a licensed engineer qualified in hydrology and soil mechanics for all blufftop development.

2. Cliff geometry and site topography, extending the surveying work beyond the site as needed to depict unusual geomorphic conditions that might affect the site.

3. Historic, current and foreseeable cliff erosion, including investigation of recorded land surveys and tax assessment records in addition to the use of historic maps and photographs where available and possible changes in shore configuration and sand transport.

4. Geologic conditions, including soil, sediment and rock types and characteristics in addition to structural features, such as bedding, joints, and faults.

5. Evidence of past or potential landslide conditions, the implications of such conditions for the proposed development and the potential effects of the development on landslide activity.

6. Impact of construction activity on the stability of the site and adjacent area.

7. Ground and surface water conditions and variations, including hydrologic changes caused by the development (i.e., introduction of sewage effluent and irrigation water to the ground water system); alterations in surface drainage.

8. Potential erodibility of the site and mitigating measures to be used to ensure minimized erosion problems during and after construction (i.e., landscaping and drainage design).

9. Effects of marine erosion on seacliffs;

10. Potential effects of seismic forces resulting from a maximum credible earthquake; and

11. Any other factors that might affect slope stability.

<u>POLICY S-12</u>: No additional development shall be permitted on any bluff face, except engineered staircases or accessways to provide public beach access, and pipelines for scientific research or coastal dependent industry. Drainpipes shall be allowed only where no other less environmentally damaging drain system is feasible and the drainpipes are designed and placed to minimize impacts to the bluff face, toe and beach. Drainage devices

extending over the bluff face shall not be permitted if the property can be drained away from the bluff face, toe and beach. Drainage devices extending over the bluff face shall not be permitted if the property can be drained away from the bluff face.

POLICY S-13: Shoreline protective devices, such as seawalls, revetments, groins, breakwaters, and riprap shall be permitted when necessary to protect existing structures, coastal dependent uses, and public beaches in danger of erosion. Devices must be designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Design and construction of protective devices shall respect to the degree possible natural landforms, and shall be constructed to minimize visual impacts.

The City Of PISMO BEACH

1	CRITICAL HAZARD AREA SEE TABLE EN-2
A	ADDITIONAL HAZARD AREA SEE TABLE EN-2
	20 DEGREE RULE APPLIES
	SAN MIGUELITO? FAULT
	POTENTIAL TSUNAMI HAZARD

LANDSLIDE RISK	LIQUIFACTION POTENTIAL
Negligible	Low to Moderate
Negligible	Moderate to High
Low	Low to Moderate
Moderate	Very Low
Moderately High	Very Low

PREPARED 1980

CRITICAL HAZARD AREAS

FIGURE EN-7

3. SAFETY ELEMENT

a. Introduction

The California Legislature, through the requirement of the Safety Element, has placed responsibility on local government for the identification and evaluation of certain natural and man-caused hazards and for the formation of programs to reduce risks. Specific authority for the Safety Element is derived from Government Code Section 65302.1 which requires the following:

> A Safety Element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures and geologic hazard mapping in areas of known geologic hazard.

The thrust of this section of the Government Code is to require cities and counties to account for geologic, fire and other hazards in their planning programs. The premise underlying this requirement is that if public safety and welfare are to be preserved and enhanced, it is necessary to recognize the dangers posed by fire, flooding and other hazards, and to plan for hazard reduction. The philosophy under which this Element was prepared is that the availability of hazards analysis and a planning framework for reducing risk will facilitate public action aimed at making Pismo Beach a safer environment in which to live.

In interpreting the Government Code, and in setting general guidelines for the Safety Element, the California Council on Intergovernmental Relations states that:

> The objective of this element is to introduce safety considerations in the planning process in order to reduce loss of life, injuries, damage to property, and economic dislocations resulting from fire and dangerous geologic occurrences.

To meet this objective, this Safety Element includes technical analysis of different hazards in San Luis Obispo County and policy recommendations to facilitate loss reduction from those hazards if they are realized. Specifically, the Element is concerned with the following potential hazards: wildland fire, urban fire, natural flooding, dam inundation, geologic hazards (including summary seismic hazards), and radiation hazards. The Element is also concerned with the emergency response capabilities of the various disaster service agencies in the County.

This document is intended to serve as an official guide to elected officials, government staff, citizens, and private organizations concerned with natural hazards in Pismo Beach. The Safety Element is intended to establish uniformity of policy and direction within local

government to minimize the risk from the hazards discussed in this Element. The heart of the Element, then, is contained in the recommended goals, policies and implementation programs. Such information should be used in conjunction with other established policies contained in the General Plans of the member jurisdictions of the Area Planning Council, and should play a major role in determining future land use.

The Safety Element has been prepared in two sections. The first section is the Policy report and is concerned with alternative planning actions for reducing risk.

The Technical Report contains the risk analysis of potential hazards (See Appendix), existing in the county, and provide estimates of the magnitude of various hazardous events which can be expected. Together, these two volumes constitute the Regional Safety Element for adoption by the City. It is intended that the Safety Element will continue to be updated on a regular basis.

It should be noted that the recommended policies contained in this document rely on the technical estimates of hazard magnitude, recurrence, and location. The premise underlying the planning recommendations made in this volume is that we should incorporate hazards analysis into the planning process based on what we know today, rather than waiting until we know all that we would like to know.

Throughout this report, reference is often made to the figures, tables and maps presented in the technical report in the Appendix. It is therefore advisable to have a copy of the technical report on hand while reading this policy report.

The technical data compiled in the preparation of the Safety Element can be used by persons engaged in the planning process. While the data are generalized in some respects and require further detailed studies, the findings of the element should be reflected in other General Plan Elements and controls placed on developments within the City. The analysis of the relationship to other General Plan Elements is included with the Technical Reports in the Appendix.

b. Existing Conditions

Types of Hazards

Four basic groups of hazards are considered in this Safety Element: fire, flooding, geologic, and radiation hazards.

Fires in undeveloped areas that result from the ignition of accumulated brush and woody material are termed "wildland fires" in this report, and represent a significant threat to safety in San Luis Obispo County and to some extent within the City of Pismo Beach.

Wildland fires are treated separately in the Technical Report from "urban fires" which occur in the built-up areas of the County and primarily involve structures. Automobile fires and small to medium size brush fires within the City are also included in the urban fire category. These two categories of fire hazard are the types considered in this report.

Flood hazards are also considered in two categories: natural flooding and dam inundation. "Natural flooding" hazards are those associated with major atmospheric events that result in the inundation of developed areas due to overflows of nearby stream courses or inadequacies in local storm drain facilities. There is no present potential for dam inundation hazards in Pismo Beach.

The discussion of seismic and geologic hazards in the Safety Element consists primarily of a synopsis of the detailed discussions contained in the Seismic Safety Elements of the County and several cities. That discussion groups seismic hazards in a cause-and-effect classification which is the basis for the order of their considerations. Earthquakes originate as shock waves generated by movement along an active fault. The primary seismic hazards are ground shaking and the potential for ground rupture along the surface trace of the fault. Secondary seismic hazards result from the interaction of ground shaking with existing soil and bedrock conditions, and include liquefaction, settlement, landslides, tsunamis or "tidal waves", and seiches (oscillating waves in lakes or reservoirs).

The potentially damaging natural events (hazards) discussed above may interact with manmade structures. If a structure is unable to accommodate the natural event, failure will occur. The potential for such failure is termed a structural hazard, and includes not only structures themselves, but also the potential for damage or injury that could occur as the result of movement of loose or inadequately restrained objects within, on or adjacent to a structure. Of particular concern in the Safety Element is the interaction between seismic hazards and critical public utilities such as gas, electric, and water lines.

An analysis of radiation hazards is not specifically required by the Government Code, but is included in the Safety Element for San Luis Obispo County (part of the Appendix), because of the presence of the Pacific Gas and Electric Company's nuclear power plant at Diablo Canyon. Unlike the analysis of fire, flooding, and geologic hazards, the evaluation of radiation hazards does not include an estimate of risk. The potential for a hazardous situation arises from the presence and transport of highly radioactive nuclear fuel within the City limits. This hazard is recognized by utilities, government agencies and private citizens. Numerous steps have been taken to minimize the risk of a release of high levels of radiation. Some level of risk, however small, does exist, though, and it is appropriate to plan for an accident. The emphasis of this element,

with respect to radiation hazards, is on emergency response capabilities rather than on discussion of risk. More in depth discussions of radiation and the terminology of fire, flooding, and geologic hazards are presented in the technical report.

c. Summary of Technical Conclusions

The foundation of the Safety Element is the technical evaluation of fire, flooding, and geologic hazards. In addition, the background analysis of radiation, hazards and emergency response capability form part of the basis of the recommended policies contained in this report. Major conclusions from different technical analysis, as it applies specifically to Pismo Beach, are as follows:

Fire Hazards: Principal urban fire hazards in Pismo Beach result from (1) the influx of population during the tourist season, (2) existing and potential multi-story developments, and (3) the presence of U.S. Highway 101 and the Southern Pacific Railroad. The large tourist population of the City during the summer could impede efficient response by the City's fire department because of traffic congestion in the beach area. The problems could be compounded if large scale evacuation were necessary. Multi-story structures represent potential hazards because of their dependence on internal support systems including ventilation, water, and elevator systems. Pismo Beach is the only City in the Pismo Beach/Arroyo Grande/Grover City area that has structures over three stories in height.

Flood Hazards: Flooding in the City of Pismo Beach is limited primarily to the low lying areas east of the City comprising Pismo Creek and Pismo Marsh. Flooding here is not a significant threat to human safety or property but a potential hazard could result if the City's sewage disposal system was damaged by flooding.

Geologic Hazards: The geologic hazards analysis contained in the Technical Report is, for the most part, a synopsis of the detailed analysis presented in the Seismic Safety Elements for the County and cities within the County. In addition to the summary of primary and secondary seismic hazards, the Safety Element's technical analysis provides a brief discussion of the effects of seismic hazards on utilities. Summary conclusions of these structural hazards are presented below. Those wishing to review the seismic hazard summary are referred to the Safety Element Technical Report. As a preliminary note, the following conclusions are generalized, and are based on investigations of specific structures within the County. Such investigations are, of course, necessary before specific conclusions regarding the safety of any individual structure can be made.

Public Utilities: Based on the experience during the San Fernando earthquake of 1971, the following general conclusions may be drawn regarding the behavior of public utility structures during a major earthquake. Any comparison of the damage at San Fernando and expected

damage in San Luis Obispo County should be taken in the context that most of the significant damage in the San Fernando area was along or near the zone of fault rupture or in areas of very intense ground shaking with some liquefaction. General conclusions are as follows:

1. Modern steel water storage tanks and old water-reservoir roof structures performed poorly.

2. Underground conduits for water, sewage, storm water, gas and petroleum were damaged, mainly because of permanent differential ground movements rather than due to vibration. Effective preventive measures in this field will be difficult to develop. Potential ground movement areas should be identified.

3. Large underground structures such as the Finished Water Reservoir at the Joseph Jensen Filtration Plant require special attention. Apparently, they act much like structures above grade. More research is needed, along with development of design criteria.

4. Electrical power equipment performed poorly. Failures were due to inadequate anchorage and bracing and, in some cases, to inadequate seismic details within the equipment.

5. Communication equipment in the telephone industry performed well except for several failures due to inadequate or poorly detailed and constructed anchorages and bracing. (Moran and Duke, 1975).

Radiation Hazards: Since the technical analysis of radiation hazards contained in the Appendix is a general background statement on radiation and nuclear power plants, no major conclusions specific to San Luis Obispo County are provided. It is assumed that an accidental release of harmful levels of radiation is possible, despite the fact that such an accident is unlikely. Planning for such an accident is prudent and necessary for public safety.

Emergency Preparedness: The San Luis Obispo County and Cities peacetime emergency organizations rely heavily on the concept of mutual aid for responding to major disasters. While the basic planning framework and emergency inventories should be adequate for most disasters, they may prove insufficient when confronted with a major earthquake, widespread flooding, or a large fire.

Emergency communications between different agencies cooperating under mutual aid agreements may be impaired in a major disaster by the lack of a common emergency communication channel.

Risk: Given that certain natural hazards exist in San Luis Obispo County, it is necessary to decide whether the risks these hazards present are acceptable or whether action is necessary to reduce the level of risk. The Council on Intergovernmental Relations (CIR) defines "risk" from natural and man-made hazards in three categories:

1. Acceptable Risk: The level of risk below which no specific action by government is deemed to be necessary.

2. Unacceptable Risk: The level of risk above which specific action by government is deemed to be necessary to protect life and property.

3. Avoidable Risk: A risk which need not be taken because individual or public goals can be achieved at the same, or less, total "cost" by other means without taking the risk.

To determine levels of acceptable risk is to provide an answer to the question, "How safe is safe enough?" No environment is perfectly hazard-free. Natural and man-made hazards of some kind are always present, especially in urban environments. However, some hazards cause only minimal loss or occur so rarely that they need not be planned for at the community level. On the other hand, some events occur often enough, are large enough, and have the potential for major disruption of the community such that a community-wide response to the risk is called for. Deciding the level of response to natural hazards such as fire and flooding is a public process which involves making a judgement, either explicit or implicit, about acceptable risk. Scientific expertise can determine the magnitude of the hazard and estimate the probable effects, but it cannot decide for the public how much risk to assume (or not assume by planning for loss-reduction).

The determination of acceptable risk from hazardous events also involves differentiating among man-made structures according to their potential effect on the loss if life and their importance in terms of emergency response and continued community functioning. In the hours immediately following the 1971 San Fernando earthquake in Southern California, emergency services were impaired by damage to police and fire stations, communication networks and utility lines. A number of major hospitals in the area were seriously damaged and were unable to continue functioning at the time they were needed the most. These facilities and others are vital to the community ability to respond to a major disaster and to minimize loss of life and property. The experience in San Fernando emphasizes the need to provide these "critical facilities" with a higher level of protection from natural hazards than non-critical structures. Determining which facilities should be considered critical is best accomplished on a jurisdiction by jurisdiction basis. A recommended list of critical facilities based on potential effects on loss of life and importance to continued community functioning is contained in Table EN-3.

By considering both the natural event and the type of land use or facility, a planning framework for making risk decisions can be established. Table EN-4 provides a summary of criteria used in the recommended policies of the next section.

TABLE EN-3

TAXONOMY OF CRITICAL FACILITIES

	Potential Effect on Loss of Life	Required for Community Functioning
Electrical Sub-Stations		X
Schools, Colleges	X	
Fire Stations		X
Railroad Lines		X
Aqueducts, Pipelines		X
Utility Lines		X
Community Buildings	X	
City Buildings	X	
Hospitals	X	
Sewage Treatment Plants		X
Water Works		X
Radio Stations		X
Television Stations		X
Highway Patrol Offices		X
Major Highways, Bridges	X	
Power Plants (Nuclear)	X	X
Power Plants (Fossil Fuels)		X
Civil Defense HQ		X
Theaters, Auditoriums, and other places of public assembly with over a 100-person capacity	X	

d. Goals, Policies and Programs

The previous section of this document presents a summary of the existing natural hazards in San Luis Obispo County and Pismo Beach, and a synthesis of risk criteria for hazard reduction. The intent of that section is to summarize the general framework within which planning for public safety should take place. In this section, recommendations are presented which encompass general planning goals and policies and specific planning actions pertaining to hazard reduction. These recommended policies constitute the safety plan for the member jurisdictions of the Area Planning Coordinating Council, including the City of Pismo Beach.

TABLE EN-4

SUMMARY OF RISK CRITERIA

HAZARD[1]	HAZARD CRITERIA	LAND USE CRITERIA
Wildland Fire	Risk Categories: Extreme, High, Moderate, Low, Nil	See Table 1 or Seismic Safety Element for Specific Jurisdictions.
Urban Fire	Generalized categories not recommended; building-by-building evaluations necessary.	See Table 1 or Seismic Safety Element for specific jurisdictions.
Natural Flooding	100 Year Floodplain	See Table 1 or Seismic Safety Element for specific jurisdictions.
Seismic/ Geologic Hazards	See Seismic Safety Element	See Table 1 or Seismic Safety Element for specific jurisdictions.

[1]Risk evaluations for radiation hazards are beyond the scope of this Element.

NOTE: Recognizing the extreme hazard potential of nuclear power plants and their waste products, the City of Pismo Beach adopted ordinances opposing the operation of the Diablo Nuclear Power Plant until it can be proven safe to operate, as well as opposition to the transporation of nuclear and other hazardous products through Pismo Beach.

The Goals, Policies and Program for Pismo Beach are included as follows. For the relationship between these goals with other communities in the County of San Luis Obispo, please refer to the Safety Element prepared for San Luis Obispo County, adopted in 1976.

The recommendations comprise general planning goals, general policies, and more specific policies termed implementation measures. The general goals provide a statement of the basic purposes of the Safety Element so that consistent planning is possible. They are necessary guidelines which can be held up against future proposals to determine their effect on public safety. The general policies complement the planning goal and define specific directions for jurisdictions to take in reducing risks. The implementation measures are a refinement of the general policies, and recommend specific actions for carrying out those policies.

While it would be desirable to fully implement each of the recommended policies and implementation measures, it is recognized that unlimited resources to that end are not available. To aid in determining priorities for the allocation of resources in the community, the recommendations are listed below in their general order or importance to achieving the goals of the Element.

GOAL S-8: To minimize injury and loss of life, to minimize damage to public and private property, and to minimize social and economic dislocations resulting from injuries, loss of life, and property damage.

The following general safety policies and implementation programs compliment the planning goal, and define specific directions for the City to take in reducing risk.

POLICY S-14: The City will continually provide for the identification and evaluations of existing structural hazards, and abate those hazards to acceptable levels of risk.

Program S-16: Structures within the City's jurisdiction that are old, or suspect of hazards from fire, flooding and geologic events, including bluff retreat, should be inspected by qualified personnel, to determine the degree of the hazards. Critical facilities should be inspected prior to non-critical facilities, and public-owned facilities prior to private owned facilities. Structural inspections are a major concern of the adopted Seismic Safety Element, and additional inspection criteria relative to seismic hazards are contained in that Element. Susceptibility to damage from flooding should be determined based on the 100 year flood. Fire hazards are best evaluated on a building-by-building basis by qualified inspection personnel.

Program S-17: CalTrans should review its facilities and roadways within the study area to determine the potential impact of expected earthquakes and floods and should forward comments to the City. The Circulation Element of the General Plan and potential evacuation routes should be revised, if necessary.

Program S-18: The Pacific Gas and Electric Company and the Southern California Gas Company should continue the review of their facilities and distribution/transmission networks and centers, especially with regard to fire and earthquake hazards to ensure adequate and safe service pursuant to the standards of construction, operation and maintenance mandated by the California Public Utilities Commission. Where local standards differ significantly with those of the Commission, the City should inform the commission accordingly in order that such differences be taken into consideration. P.G. & E. and Southern California Gas Company should also review their existing gas and power lines for potential fire hazards.

Program S-19: Structures which have been inspected and found to have a high degree of hazard from earthquake, landslide, fire or flooding should be brought up to an acceptable level of risk or mitigated to reduce the level of risk. Programs used to bring structures up to standards should include, but not be limited to, structural rehabilitation, flood proofing, occupancy reduction, and demolition and reconstruction.

Program S-20: The City shall initiate condemnation proceedings against structures found to be unsafe.

POLICY S-17: The City will ensure that new development within the City's jurisdiction is designed to withstand natural and manmade hazards to acceptable levels of risk.

Program S-21: All new construction in the City should, as a minimum, be built to the most recent safety requirements in the Building Code.

Program S-22: All new public facilities intended to reduce risk from natural or manmade hazards (e.g., flood control projects, fire breaks), should use the planning and technical criteria presented in the Safety Element as basic guidelines.

POLICY S-18: The City will evaluate new development, particularly industrial, commercial or utility development, to ensure that it will not cause hazardous conditions at an unacceptable level of risk.

Program S-23: New developments should be reviewed during the various city review processes to determine if any part of the

construction or operation of the project will create unacceptable hazardous conditions which would affect the welfare or safety of City residents.

POLICY S-19: Land Use should be continuously regulated in areas of significant potential hazards.

Program S-24: Critical facilities, other than bridges, should be discouraged from locating within the 100 year flood plain. Facilities and bridges are required to be elevated or flood proofed when located in potential flood areas, to two feet above the level of the 100 year flood.

Program S-25: Land use controls to reduce risk from seismic and geologic hazards are contained in the City's Seismic Element. In summary, these recommendations include the following:

a. Prohibition of construction directly astride known active or potentially active faults or fault zones.

b. Prohibition of construction in high landslide risk areas without site-specific slope stability investigations.

c. Prohibition of construction in areas of high potential liquefaction without site-specific analysis of liquefaction potential.

Program S-26: The City in conjunction with the State and the County of San Luis Obispo programs, will continue to provide for the maintenance and improvement of emergency response planning and organization.

Program S-27: The City of Pismo Beach has prepared, and is responsible for the maintenance of an Emergency Plan required by the California Emergency Services Act. Among the peacetime emergencies considered in the Plan are earthquakes, fires and floods. The Seismic Safety and Safety Elements provide estimates of the magnitude and location of these events and thereby provide important input to the Emergency Plan. The City's emergency services agencies should review their responsibilities and capabilities required by the Plan in light of the information contained in these Elements. Particular attention should be given to the City's reliance on mutual aid and the adequacy of existing communication between different emergency agencies in the County.

Program S-28: The City should annually review its Emergency Plan to anticipate emergency services which may be required under mutual aid agreements, in the event of major accidents, including a radiological accident at the Diablo Canyon Nuclear Power Generating Station. The City's Emergency Plan should also be

reviewed and revised to anticipate an accident during the transportation of hazardous materials. Primary emphasis should be given to responding to an accident on the Southern Pacific Rail Line or U.S. Highway 101.

POLICY S-20: The City will, with the aid of the County and State planning staffs, continue to provide for more detailed scientific analysis of natural and man-caused hazards in the County.

Program S-29: In reviewing development proposals of future water impoundments, the City should require (1) an evaluation of the potential inundation areas and (2) design of the dam to withstand the earthquakes which can be expected in the area.

Program S-30: The City will participate in educating the public in the nature and extent of natural hazards in the area and in ways of minimizing the adverse effects of natural disasters.

Program S-31: The City should make existing information available to familiarize the citizens of the region with the Safety Element. Special attention should be afforded to those groups particularly susceptible to seismic, fire and flooding hazards including, but not limited to, school districts, agencies involved with the aged, and agencies involved with handicapped persons. These agencies should be encouraged to develop educational programs of their own relative to hazard awareness. The conclusions and recommendations of these elements should also be provided to land developers and those involved in the real estate profession.

Program S-32: The City's Civil Defense Director should be responsible for establishing community programs that train volunteers to assist police, fire and civil defense personnel during and after a major earthquake, fire or flood.

Program S-33: The City should continue to encourage programs in the lower grades using displays and demonstrations that would expose younger children to the nature and strength of fire. Such programs should tend to replace their natural curiosity with a sense of respect.

Program S-34: The City should continue to support or sponsor exhibits and presentations in secondary schools which demonstrate the more involved aspects of fire dynamics, i.e., major contributing factors to fire hazard and the relationship of fire to the natural ecology, and encourage parental cooperation and assistance in overall fire education programs.

POLICY S-21: The City shall review and update the Safety Element on a regular basis.

Program S-35: Upon adoption of the revision to the Safety Element, a review committee should be established to oversee the implementation of the element and to advise the City Council of implementation progress. This Committee should be composed of the Planning Director, the Building Inspector and the City's Defense Director, and at least one representative from each of the police and fire protection service agencies.

Program S-36: The Safety Element should be reviewed by the City Planning Department annually and should be comprehensively revised in the next five years or whenever substantially new scientific evidence becomes available.

4. SEISMIC SAFETY ELEMENT:

a. Introduction

The California State Legislature, through requirements of the Seismic Safety Element, has placed specific responsibilities on local government for identification and evaluation of seismic hazards and the formation of programs and regulations to reduce risk. Specific authority is derived from Government Code Section 65302 (f) which requires a seismic safety element of all city and county general plans, as follows:

> A Seismic Safety Element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures. or to the effects of seismically induced waves such as tsunamis and seiches.
>
> The Seismic Safety Element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure and seismically induced waves.

The effect of this section is to require cities and counties to take seismic hazards into account in their planning programs. The basic objective is to reduce loss of life, injuries, damage to property, and economic and social dislocations resulting from future earthquakes.

An additional objective of this chapter is to assist in allocation of public resources in Pismo Beach to develop information regarding seismic hazards and thereby develop a systematic approach to protect public health, safety and welfare from such hazards. Such information and protection devices are designed for further judicious growth and land use policies in conjunction with previously established city policies contained within the general plan.

This study is an extension and refinement of the larger County of San Luis Obispo Seismic Safety Element Study. The "Technical Report from the County is to be considered an integral part of this report and the intent under which this study was undertaken is that Pismo Beach will "adopt" as a part of their full Seismic Safety Element the County "Technical Report". This report is included in the Appendix.

Through the provisions made in the contract with Pismo Beach and as a basic philosophy in the conceptual discussions preliminary to its development, the Seismic Safety Element has been completed in two component report sections. The first concerns present and future amplifications to city policy while the second section addresses the

refined technical research, analysis and findings from the County Technical Report. This section is not intended, however, to supersede the more in depth regional County study. Rather, it is a summary of the technical conditions affecting Pismo Beach expansion in the critical areas.

b. Technical Conclusions

The policy section of the Seismic Safety Element is intended to reflect those important conclusions or findings from the technical analysis that may require response by City government. The range of responses may vary from simple acknowledgement to a complete change in a city code or ordinance. The technical report in the Appendix contains background technical information necessary for cities to understand in order to review city codes and ordinances, determine policies and develop implementation programs.

Major Conclusions

Major conclusions from the technical section are as follows:

1. The City of Pismo Beach is located in a seismically active area.

2. The states of activity of the major faults affecting Pismo Beach have been evaluated using available detailed mapping supplemented by local field examinations and aerial photo study. The evaluation has been made in the context of definitions and procedures established for the Alquist-Priolo Act.

    a. The San Andreas fault is active, and is expected to be the source of a magnitude 8.0 - 8.5 earthquake in the near future. This earthquake would be accompanied by 20 to 30 feet of ground displacement.

    b. The Nacimiento fault is seismically active. Data is inadequate to determine the potential for future ground rupture.

    c. The Offshore Fault (Hosgri fault) is seismically active. Further research is being conducted on this fault due to the development of the Diablo Canyon Nuclear Power plant within its activity zone. Once more conclusive data is available, this element should be updated.

    d. The San Juan, La Panza, East Huasna, West Huasna, Edna, Indian Knob, San Miguelito, and Edna Extended (?) Faults, are probably inactive.

3. No active faults are known to be present within or in the near vicinity of Pismo Beach.

4. Surface rupture resulting from fault movement is not considered a significant problem within the City.

5. The City of Pismo Beach is located in zone 1 (Plate 1; and Plates 1A & 2A from County Technical Report) based upon analysis for the County Seismic Safety Element (Envicom, 1972).

6. The primary source of strong ground shaking in Pismo Beach is expected to be the San Andreas Fault. An earthquake of Richter Magnitude 8.0 to 8.5 is expected in the near future.

7. The Nacimiento fault is considered a secondary source of strong ground shaking but would have negligible effect on Pismo Beach.

8. Recent sediments in the Pismo Lake area should be considered as potentially subject to liquefaction. The following Table EN-5 is a generalized guide to liquefaction potential intended for use by soils engineers.

9. The potential for landslides is considered to be negligible in rocks that underlie most of the city and the surrounding hills.

TABLE EN-5

GUIDE TO LIQUEFACTION POTENTIAL

MATERIAL	LIQUEFACTION POTENTIAL	UNITS ON PLATE 1
Rock	Very Low	$P/T/T_1$
Terrace Deposits, etc.	Low to Moderate	Q
Older Sand Dunes	Low to Moderate	S
Recent Alluvium	Moderate to High	R

Risk: The categories of risk as defined in the CIR Guidelines are given in the Safety Element. Appropriate seismic risk should be determined with maximum citizen input. In making this determination, the appropriate planning response to a potential hazard involves a judgement, either explicit or implicitly, of the risk that is acceptable. There is no such thing as a perfectly hazard-free environment. Natural and man-made hazards of some kind and degree are always present. However, efforts can be productively undertaken to try to mitigate the consequences of known hazards.

In the context of the Seismic Safety Element, the problem of risk is one of public policy and the appropriate allocation of public resources to mitigate hazards. The planner's responsibility is to provide a framework in which a community wide, as opposed to an individual, response to the question can be meaningful. The first of several essential steps is the recognition of the presence of a hazard.

Once a problem has been recognized, considerable effort is required to evaluate its severity, frequency, and the characteristics of the area involved. This step should take into account the benefit/cost ratio of reducing hazard, acknowledging the intangibles involved, and comparing it with that of other projects. The factors of voluntary and involuntary exposure to risk must be considered in reaching a decision.

The evaluation of a particular earthquake magnitude and which protection is to be provided involves a determination of acceptable risk. In general, the risk of occurrence decreases as the magnitude of the potential earthquake increases. Since the cost of providing protection increases as the magnitude of the "design earthquake" is increased, there is a point at which the cost of providing protection becomes prohibitive when considered in the light of the cost involved. Since it is the public that both receives and eventually pays for the protection, the choice of the level at which risk becomes "acceptable" is a matter of public involvement with the determination being made by their elected representatives.

Qualification of the above foregoing "risk" definitions can be expressed in terms of a magnitude and a recurrence interval for a specific fault system. In Pismo Beach, as indicated earlier, we are primarily concerned with the San Andreas fault system. From analysis derived in the County's Technical Report and expanded in the technical section of this report (see Appendix), it is recommended that the following criteria on Table EN-6 be utilized as a basis for determining acceptable risk in Pismo Beach.

Response spectra (zones 1c and 1d) for the above fault have been concluded in the technical section (Appendix Figures 8 and 9). These response spectra should be analyzed by a structural engineer (Building or Safety Department) to determine the appropriate modification, if any, to the Pismo Beach Building Code.

It should be stressed, however, that this represents only a recommendation of acceptable risk and the public must ultimately decide on the level of risk they deem acceptable. Further, the public must also decide upon the types of land use that would fall under the facility classifications "normal" and "critical"; see Safety Table EN-4.

TABLE EN-6

ACCEPTABLE RISK CRITERIA

Type of Facility	Fault System	Magnitude
Normal (Residences, commercial, light manufacturing, etc.)	San Andreas	8.0+
Critical (Hospitals, communication center, public building, etc.)	San Andreas	8.0+

c. Methodology

The methodology under which this Seismic Safety Element Study has been undertaken places emphasis on those particular hazards that cannot be evaluated on a regional basis. Those hazards that can be effectively evaluated as a part of individual site investigations are treated in a general manner with the intent that the results be used to facilitate the administration of public safety. The relationship and attendant responsibilities between this concept and the evaluation of specific seismic/geologic hazards is given on Table EN-7.

The primary responsibility for evaluation of each aspect of a hazard is shown by an "XX" and by a "XXX" if a determination of acceptable risk is involved. Those aspects for which either sector may commonly have a secondary responsibility are indicated by an "X". The intent is to show the distribution of responsibility for evaluation of a hazard; the overall regulatory responsibility of government is not included.

The products developed in this study, as documented in the Technical section, are primarily displayed on Figure 4 in the Appendix. They include seismic zones and secondary hazard areas.

TABLE EN-7

DISTRIBUTION OF RESPONSIBILITY FOR

EVALUATION OF SEISMIC/GEOLOGIC HAZARDS

HAZARD	PUBLIC	PRIVATE
Fault Rupture:		
Evaluation of Fault	XXX	
Location of Site		XX
Earthquake Shaking:		
Sources of Shaking	XXX	
General Levels of Shaking	XX	X
Effects on Site		XX
Tsunamic and Seiche:		
Risk of Occurrence	XXX	
Effects on Site		XX
Dam Failures:		
Risk of Occurrence	XXX	
Effects on Site		XX
Landslide:		
Regional Evaluation	XX	X
Effects on Site		XX
Liquefaction, Settlement & Subsidence:		
Regional Evaluation	XX[1]	
Effects on Site		XX

1 Evaluation requires determination of expected shaking.

Seismic Zones: The derivation of the twenty seismic zones for the entire County has been documented in the Technical Section. They are expressive of the level of ground motion that can reasonably be anticipated from earthquakes on the principal fault systems affecting San Luis Obispo County. The characteristics of each seismic zone are represented by response spectra which translate ground motion into

displacement (inches); velocity (inches per second); and acceleration (inches per second expressed as a percent of the acceleration of gravity). These three factors, which are derived from mathematical analysis, are essentially the descriptors of each seismic zone.

In discussing the major groupings of the seismic zones the following general statements can be made:

1. The seismic zones have been derived from two basic sets of criteria, (1) distance from the source of an earthquake; and (2) geographic differentiation of soil and bedrock conditions.

2. The seismic zone analysis for Pismo Beach is based upon the San Andreas fault as the principal source of strong ground shaking.

3. Soil and bedrock conditions within this seismic zone have further been differentiated into the following generalized categories:

   a. Tertiary rocks;
   b. Paso Robles formation and marine terraces;
   c. Alluvium.

Secondary Hazards: The evaluation of earthquake-related geologic hazards, such as landslides, settlement, liquefaction, etc., has been based on research and analysis of available maps and reports, study of aerial photographs of the areas and some original field work.

No areas of abnormally high risk due to secondary seismic/ geologic hazards have been identified within the City limits of Pismo Beach. The potential for liquefaction and landslides is present within and surrounding the City. Liquefaction areas are limited, however, to soils having relatively low compaction underlain by shallow groundwater (refer to Technical Appendix). Landsliding is also limited, primarily to the hills flanking the City on the north.

Reducing Seismic Hazards: Two basic concepts should be considered in the upgrading and enforcing of building codes involving seismic risk. First, the primary role of government as related to seismic hazard is protection against loss of life or serious injury of its citizens. To implement this concern, the City should adopt and enforce a code for the design and construction of new structures that will protect them, at an acceptable level of risk, against death or serious injury as a result of quake activity. It can be said that a structure which is not a critical facility (a separate issue) has performed well in an earth quake if no one is killed or seriously injured. The structure may be so damaged that it is a total loss to the owner, but it is a success from the standpoint of public safety if there are no serious injuries. In this concept, the role of government is limited to providing for public safety. Any additional costs required to protect the owner's investment would be at his discretion.

An alternative concept is suggested by events following the San Fernando earthquake in which certain governmental agencies provided funds for repair of damaged structures. In many cases, it is not necessary to repay a part of these funds, and the public as a whole accepted at least a part of the cost of repairing structures that were under-designed for the area in which they were built. If the public does not wish to accept this responsibility, it could require that structures be designed to a level that would include protection against significant damage on the assumption that if they do not, then they may have to pay the cost of repairing structures built in more hazardous areas.

The second basic concept is that certain facilities such as hospitals, fire and police stations, and communications centers will be required to function at peak efficiency in the hours immediately following a damaging earthquake. The level of protection desirable for a home or an office building may not be adequate for the structures in which these necessary services are housed.

During the hours immediately following the San Fernando earthquake, most of the hospitals in the immediate area could not function because of damage. Communication facilities at critical locations were not operative, and fire, police and ambulance services were severely restricted. This experience emphasized the need for a greater level of protection for facilities deemed to be critical because of a need to function in the hours immediately following a damaging earthquake (e.g., hospitals and communication facilities) or because of an overall requirement that the facility continue to operate (e.g., important governmental buildings).

Increased protection for critical facilities can be applied in two ways. One way is to require that the structure be designed for an earthquake with a lower risk of occurrence. That is, critical facilities could be designed to withstand the shaking expected from the "500 year" or "1000 year" earthquake while facilities designed for normal occupancy could have lesser requirements.

A second approach is related to "design level", an issue discussed previously. Buildings such as hospitals must not only remain intact but must also continue to function in a manner such that potential victims of an earthquake can be treated. This not only requires a stronger building, but also greater attention to non-structural items such as elevators, lighting fixtures, the stability of storage cabinets, etc.

Increased protection for critical facilities is a matter of public policy requiring public involvement at the decision stage and implementation in codes and ordinances by the elected representatives of the people. Public schools and hospitals are reviewed by the State Office of Architecture and Construction, but design criteria for other facilities are determined by local jurisdictions.

Working under the seismic parameters as presented in the Appendix, a systematic inspection and structural analysis of existing structures in Pismo Beach should be undertaken. Such a program should be under the direction of the City's Department of Building and Safety. The most important existing structures are, of course, critical facilities. It is with these buildings that the structural evaluation processes should begin.

For existing structures that are non-critical in nature, Table EN-8 (abridged from Pacific Fire Rating Bureau) shows relative damageability of varying structural types. This table can be used as a general evaluation of non-critical structures. As an example, buildings with a high susceptibility to damage rating (five or over) should be selected for structural inspection before those with low ratings.

Critical facilities or public structures shown to be of inadequate construction should be noted and scheduled for demolition or reinforcement on a priority basis. If it is not economically feasible to provide an adequate level of protection by strengthening a structure, a lower level of occupancy may be desirable. If many high-risk structures are located in one area, redevelopment may be the solution.

Owners of existing commercial and residential buildings with obvious structural weaknesses should be notified of the conditions so appropriate repairs can be affected. In cases where the costs of repairs are prohibitive, the local cities should at least take measures to protect the general public.

A program of this type is not without many social and economic problems and may require several years to complete. A reasonable time interval for completion of such a structural analysis program of existing buildings would be five years. As discussed earlier, priority attention should be given to critical facilities. Their ability to function immediately after an earthquake will affect all of the citizens of Pismo Beach, and they should receive the highest priority.

In considering future construction relative to secondary hazards, prime emphasis should be placed upon communicating to developers and builders the findings of this report. The problem of potential liquefaction should be handled on a site-by-site basis by a licensed soils engineer.

TABLE EN-8

HAZARD COMPARISON OF NON-EARTHQUAKE RESISTIVE BUILDINGS

SIMPLIFIED DESCRIPTION OF STRUCTURAL TYPE	RELATIVE DAMAGEABILITY*
Small wood-frame structures; i.e., dwellings not over 3,000 sq. ft. and not over 3 stories.	1
Single or multi-story steel frame buildings with concrete exterior walls, concrete floors and concrete roof. Moderate wall openings.	1.5
Single or multi-story reinforced concrete buildings with concrete exterior walls, concrete walls, and concrete roof. Moderate wall openings.	2
Large area wood frame buildings and other wood frame buildings.	3 to 4
Single or multi-story steel frame buildings with reinforced masonry exterior wall panels, concrete floors and concrete roof.	4
Single or multi-story reinforced concrete frame buildings with unreinforced masonry exterior wall panels, concrete floors and concrete roof.	5
Reinforced concrete bearing walls with supported floors and roof of any material (usually wood).	5
Buildings with unreinforced brick masonry having sand-line mortar; and with supported floors and roof of any material (usually wood).	7 and up
Bearing walls of unreinforced adobe, unreinforced hollow concrete block, or unreinforced hollow clay tile.	collapse hazard in moderate shock

* In order of increasing susceptibility to damage.

NOTE: This table is intended for buildings not containing earthquake bracing, and in general, is applicable to most older construction. Unfavorable foundation conditions and/or dangerous roof tanks can increase the earthquake hazard greatly.

d. Goals, Policies and Programs

Goals for the Seismic Safety Element Study are a direct statement of community wide aspirations. The goals presented below are considered to be at least the minimum requirements for a safer environment for the citizens of Pismo Beach.

Allocation of resources toward achievement of these goals will be a continuing consideration of decision-makers over a long period of time. The achievement of these goals can be met in numerous ways, such as provision of adequate medical facilities, proper disaster planning; carrying out of programs that are suggested in this report; and informing the citizenry and government employees of their obligations in time of emergency--of any kind. Should a severe disaster ever occur in Pismo Beach it will be up to the citizenry to make many of the decisions necessary for the saving of life and property. Government can help--but it cannot do so without the consent and assistance of its citizens, and it is unreasonable to expect that government can do the job alone.

The following goals, policies and programs should be reviewed in conjunction with those listed in the Safety Element. Repetitions of policies and programs in the Safety Element occur here, but are intended to emphasize actions necessary to implement seismic safety goals.

GOAL S-9: To prevent loss of life and serious injury.

GOAL S-10: To prevent serious structural damage to critical facilities and structures where large numbers of people are apt to congregate at one time.

GOAL S-11: To ensure continuity of vital services and functions.

GOAL S-12: To educate the community in emergency preparedness.

POLICY S-22: The City should continue to take the necessary steps to insure preparedness in the event of a major earthquake.

Program S-37: The City should develop an information release program to familiarize the citizens of the region with the Seismic Safety Element. School Districts and agencies related to aged, handicapped and seismically susceptible industries should be encouraged to develop education programs relative to seismic awareness.

Program S-38: The Technical Appendix of this report should be made available to developers for review and use when proposing land development projects.

Program S-39: Community programs that train volunteers to assist police, fire, and civil defense personnel how to perform effectively after an earthquake, should be supported.

Program S-40: State, Federal and other governmental agencies should be encouraged to intensify research on seismic and other geologic hazards.

Program S-41: The Seismic Safety Element should be reviewed by the City Planning Department annually and should be comprehensively revised every five years or whenever substantially new scientific evidence becomes available.

Program S-42: An Emergency Disaster Program should be prepared for the City in conjunction with the County programs. Objectives of the program should be :

a. To save lives and protect property;
b. To provide a basis for direction and control of emergency operations;
c. To provide for the continuity of government;
d. To repair and restore essential systems and services;
e. To provide for the protection, use and distribution of remaining resources;
f. To coordinate operations with the civil defense emergency operations or other jurisdictions;
g. To enable the City to be self-sufficient in the weeks following a severe earthquake, such as a magnitude 8.5 event on the San Andreas Fault;
h. To provide for emergency medical facilities, temporary shelter, emergency communications equipment and emergency water and food supplies.

Program S-43: The City should establish a priority system for roads, services and other vital needs in the event of an earthquake disaster.

Program S-44: All critical facilities constructed prior to 1948 should be reviewed by a structural engineer for potential hazards. Since many of these structures have regional impact, the source of funding for the inspection program ought to be at the regional level.

Program S-45: All new critical facilities shall be designed to continue functioning after a major earthquake.

Program S-46: Emergency communication centers, fire stations, and other emergency service facilities should be examined as to their earthquake resistent capacities. If found below acceptable standards, a program to mitigate potential hazards should be immediately established.

POLICY S-23: The City should institute measures to ensure that seismic safety hazards should be immediately established.

Program S-47: New construction directly astride or across known faults, or fault zones, should be prohibited. Non-structural land uses, however, should not be prohibited.

Program S-48: The Building Department should use as guidelines the seismic zones and attendant response spectra for modification of the City of Pismo Beach Building Code to bring it into conformance with expected seismic conditions resulting from future earthquake.

5. NOISE ELEMENT

a. Introduction

In making City and County governments in California responsible for a Noise Element in their General Plans, the Legislature has recognized the steady escalation of outdoor noise as a significant environmental hazard. Unlike other hazards faced by California residents, such as earthquakes or floods, noise is generated primarily by man's own activities. Considering noise in the planning process, then, is essential to controlling its impact on the community. Specific authority for this Element of the General Plan is contained in Government Code Section 65302(g), which requires the following:

> (g) A noise element in quantitative, numerical terms, showing contours of present and projected noise levels associated with all existing and proposed major transportation elements. These include but are not limited to the following:
> 1. Highways and freeways;
> 2. Ground rapid transit systems; and
> 3. Ground facilities associated with all airports operating under a permit from the State Department of Aeronautics.

These noise contours may be expressed in any standard acoustical scale which includes both the magnitude of noise and the frequency of its occurrence. The recommended scale is sound level A, as measured with the A-weighting network of a standard sound level meter, with corrections added for the time duration per event and the total number of events per 24 hour period.

> Noise contours shall be shown in minimum increments of five decibels and shall be continued down to 65 dB(A). For regions involving hospitals, rest homes, long-term medical or mental care, or outdoor recreational areas, the contours shall be continued down to 45 dB(A).
>
> Conclusions regarding appropriate site or route selection alternatives or noise impact upon compatible land uses shall be included in the General Plan.
>
> The state, local or private agency responsible for the construction or maintenance of such transportation facilities shall provide to the local agency producing the general plan a statement of the present and projected noise levels of the facility, and any information which was used in the development of such levels.

As a mandated part of the General Plan, the Noise Element is intended to serve as the City's guide in public and private development matters related to outdoor noise. The basic goal of the Element is to outline a comprehensive plan to achieve and maintain a noise environment that is compatible with a variety of human activities in different land uses. To achieve this goal, the Element provides a quantitative estimate of noise exposures, land use noise standards, and recommended policies for controlling noise. This information is intended for use in conjunction with other adopted polices of the General Plan, particularly those of the Circulation, Land Use and Housing Elements.

The Pismo Beach Noise Element has been prepared in two sections. The Policy Report is concerned with the implications of the technical findings for noise control. The Appendix contains the quantitative estimates of existing and forecasted noise levels, and documents the methods used in computing noise exposure. Together, these two sections constitute the Noise Element.

The reports have been designed for adoption by the City of Pismo Beach. The heart of the Element is in the recommended goals, policies and implementation programs. It is intended that once adopted, the Noise Element will be updated on a regular basis.

The Noise Element is most closely related to the Circulation, Land Use and Housing Elements. The principal noise sources evaluated in the Element are transportation noise sources, which are road, rail and air traffic. Noise generated by these sources depends primarily on the number and type of vehicles in operation as planned for in the Circulation Element.

Inseparable from the circulation considerations in the General Plan are the locations and types of land uses throughout the City. The location of circulation routes in relation to different land uses can be a major determining factor of noise exposure. It is important that consideration be given in the Land Use Element and all community general plans to separate the most noise sensitive land uses from the sources of high noise levels. Land use noise standards are recommended as a part of this Element to assist in these considerations.

b. Noise Exposure

The existing and forecasted noise levels in Pismo Beach and in San Luis Obispo County are presented in the Technical Report in both graphic form on the Noise Contours and tabular form in the Appendix. These noise levels are expressed in A-weighted decibels in terms of Day-Night Noise Levels (abbreviated L_{dn}). Detailed explanations of L_{dn} noise levels and the methods used to compute them and a glossary of technical terms are presented in the Technical Appendix. The following brief discussion is intended to provide a basic understanding of the terms to facilitate use of the Noise Contours Maps and Appendix.

Common noises experienced by each of us daily may range from a whisper to a locomotive train passing by. The range of sound energy represented by these two events is so large that it cannot be represented mathematically without using numbers in the millions and billions. To avoid this inconvenience, sound levels have been compressed in a standard logarithmic scale called the decibel (dB) scale). The reference level for the scale, 0 dB, is not the absence of sound, but the weakest sound a person with very good hearing can detect in a quiet place. The most important feature of the decibel scale is its logarithmic nature. An increase from 0 to 10 dB represents a tenfold increase in sound energy, but an increase from 10 to 20 dB represents a hundred fold increase, and from 20 to 30 represents a thousand fold increase over 0 dB.

The average range of sounds that we are commonly exposed to generally fall in the 30 to 100 dB range. However, not all sound waves affect us equally. The human ear is more sensitive to high pitch sounds, such as a whistle, than it is to low pitch sounds, such as a drum beat.

To account for this effect in noise measurements, it is necessary to use an electronic filter in sound level meters which acts as the equivalent of the human ear in filtering out some of the lower frequencies of sound. This filter is called the A-scale weighting network, and is abbreviated by the A in the notation dBA.

A-scale decibel measurements can be taken at any time in the community to record the sound levels of various noise sources. However, to develop an indicator of varying sound levels occurring over the 24 hour day, it is necessary to average the sound occurring at each moment throughout the day. The Day-Night Noise Level is the result of this procedure, and gives a general, single number index of noise exposure over an average 24 hour day. In computing the L_{dn} levels, it is also necessary to apply a weighting to noise that occurs at night to account for the greater sensitivity that people have to noise at night. L_{dn} noise levels can be developed for road traffic, as well as for rail and air traffic for which the measure has been used traditionally. As examples of typical L_{dn} noise level ranges, Figure EN-8 gives ranges of L_{dn} decibel exposures ranging from quiet rural areas to an area under the flight path of a major airport.

<u>County-wide Existing Conditions</u>: The existing noise environments in San Luis Obispo County and the cities within the County are composed of sounds from many sources. Under the scope of this Element, the noise sources evaluated were road, rail, and air traffic, and stationary noise sources. Parks, schools, and hospitals were also evaluated as noise sensitive land uses to determine if potentially incompatible noise levels impinged on them. The following is a summary of conclusions regarding the existing noise environment in the County and the City of Pismo Beach.

1. In general, San Luis Obispo County may be considered a relatively quiet environment, even within most of its cities and unincorporated urban areas. In all jurisdictions within the County, 14 potential noise conflict areas were identified from a list of 115 possible problem areas; Pismo Beach was not one of these areas. Of 140 possible stationary noise sources investigated, 10 were identified as major noise sources. Of hundreds of road segments evaluated for traffic noise, segments on five principal roadways were associated with high noise levels. This is not to say that the County is without noise problems. Rather, the major noise sources are few in number and of limited impact.

2. The most significant sources of noise in the County is road traffic, followed by rail and air traffic. Stationary noise sources were not found to be significant sources of noise within the County. Of the roads evaluated for noise exposure in Pismo Beach, only U.S. Highway 101 and State Highway 1 were found to be associated with high noise levels.

3. Rail traffic in Pismo Beach on the Southern Pacific line is infrequent, but creates intense noise events such that the total sound energy associated with the railroad is nearly equivalent to that of U.S. Highway 101.

4. Table EN-9 contains a list of those noise sensitive land uses which were found to be exposed to potentially incompatible noise levels according to the land use standards recommended in this Policy Report. The incompatibility is termed potential because the land use was evaluated only at a general level. Site acoustic analysis is necessary to determine the nature and extent of a noise problem, should one be confirmed to exist. Sources of the noise impacting on a land use or facility are also listed.

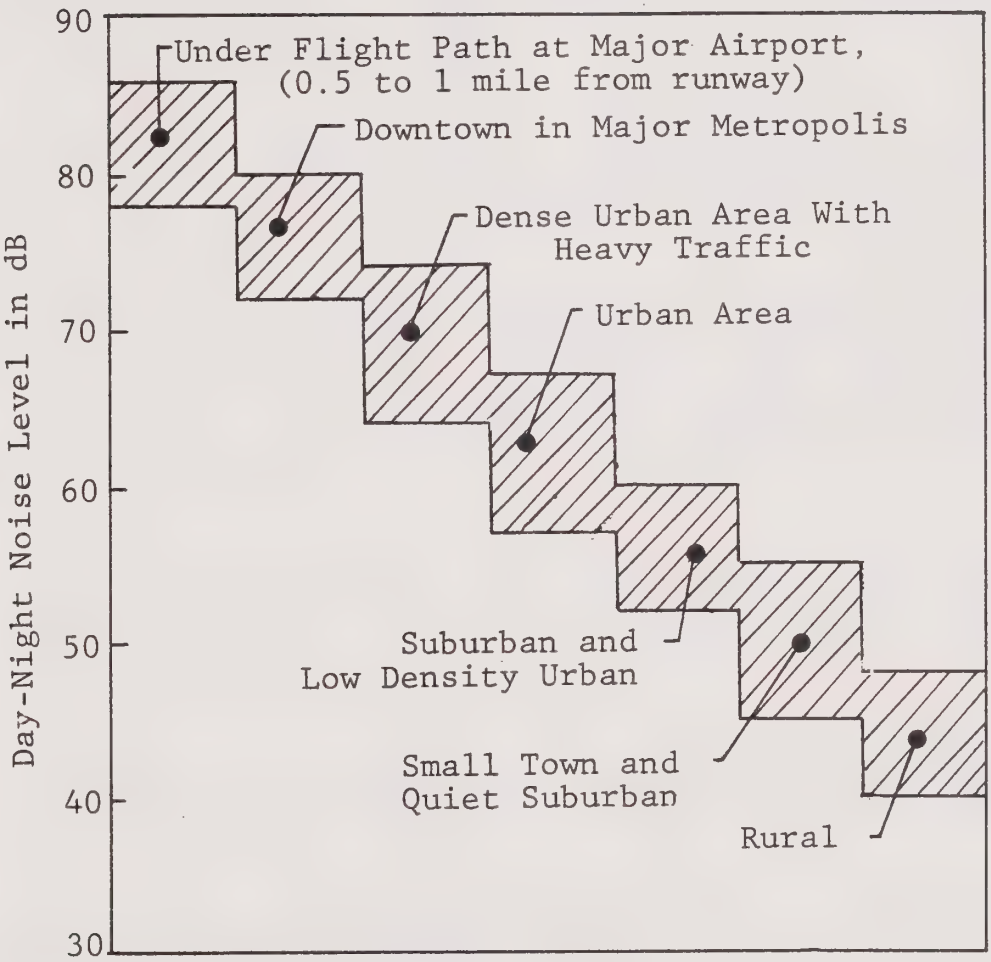
TABLE EN-9

POTENTIAL NOISE CONFLICT AREAS IN THE CITY OF PISMO BEACH

Noise Sensitive Area	Local Noise Source
North Beach Campground	State Highway 1 U.S. Highway 101
Pismo Creek Park	Southern Pacific Railroad

Source: Envicom, 1976. County of San Luis Obispo Noise Element.

TYPICAL L_{DN} NOISE LEVEL RANGES



Source: Bolt, Beranek and Newman, Inc., 1974.

FIGURE EN-8

Future Conditions: In planning for noise control, it is necessary to estimate what the future noise environment may be like. Accordingly, noise level forecasts for the year 1995 were included as part of the technical analysis. In general, the future noise environment will be controlled by two factors: (1) the expected increase in the number of noise sources (i.e., traffic volumes); and (2) the application of noise control technology to various sources.

It is reasonable to assume that noise control technology will be applied to some noise sources, and that this will counterbalance the increase in traffic, resulting in the same noise levels as currently exist or in decreased noise levels. No major technological breakthrough is foreseen for other noise sources, however, such as light aircraft, and the expected increase in volumes of these sources will mean an increase in noise levels. Even with the application of technology, high noise levels are expected to persist in some areas of the City. There are limits to what can be accomplished by technology alone, and this makes land use control a necessary component of successful noise control strategies. Summary conclusions regarding the expected future noise environment are as follows:

1. Forecasts of road traffic noise assume that noise control technology will be applied, and that this will counteract the expected increase in road traffic in most, but not all cases. Thus, road traffic noise is projected to remain the same or decrease somewhat by 1995 on most roads.

2. The future of the railroad is in a state of flux at this time, making the task of quantitative noise projection impractical. Current noise levels are assumed to persist for at least the intermediate future.

3. Stationary noise sources are expected to continue to emit existing noise levels unless abatement is required by local or federal agencies.

c. Effects of Noise

General Effects: Noise affects man and his environment in a number of important ways. Some sounds cannot be heard or are not noticed, yet the human body reacts involuntarily to them. Other sounds are intense and quick enough to rupture the eardrum. However, all sound is vital to communication and necessary for the maintenance of life.

As sound levels increase, they quickly reach levels which can be detrimental to health and well being. However, like most human characteristics such as eye color and vision acuity, hearing ability is distributed "normally" in a population. That is, there are a few people with extremely sensitive hearing, and a few people with extremely poor hearing ability. Most people, however, have hearing abilities between

these extremes. This is an important concept to remember while reading the following sections on the effects of noise. Not all people are subject to experiencing these effects to the same degree. In short, the effects of noise are subjective schemes enacted by governments which set noise standards.

The effects of noise may be thought of as falling into four categories: physical, psychological, social, and economic. The lines between the categories are not established; there is much overlap. As research in acoustics and human response to sound progresses, the effects of noise will be more completely defined. This discussion is intended to be a brief summary of existing knowledge.

The most serious physical effect of noise is damage to hearing, and the most tragic damage to hearing is permanent shift in the hearing threshold (termed permanent threshold shift or PTS). Once the cells of the inner ear are ruptured or otherwise damaged, there is no known way to repair them. These cells do not regenerate. To persons intermittently exposed to high noise levels, the hearing threshold may be shifted temporarily (termed temporary threshold shift or TTS). Most of us have experienced TTS at some time, for example, when a firecracker explodes or a loud, sharp noise occurs nearby. For a while we cannot hear sounds at lower intensities. While the ear eventually recovers from this kind of damage, TTS can be a significant problem to persons frequently exposed to noise.

Besides the physical effect on our hearing, noise can induce a number of other physiological reactions. In fact, environmental or community noise is of concern not so much because of its effect on hearing, but because of its non-auditory effects. Community noise, particularly in a predominantly rural area such as Pismo Beach, is not usually intense enough to affect hearing. Table EN-10 is a general background statement on noise radiation hearing, established by the Walsh-Healey Public Contracts Act of 1969 and the Occupational Safety and Health Act of 1970 (OSHA). These criteria are intended to regulate noise levels in industrial settings where people are exposed on a daily basis over a lifetime. To experience the 90 dBA criterion from road traffic, a person would have to stand about 10 to 20 feet from a highway carrying about 1000 trucks per hour. To meet the OSHA criteria, the person would have to remain there 8 hours a day for a period of at least several years. Such a situation is highly improbable (even with the expected 5 dBA reduction in the OSHA criteria) and indicates that few, if any people in the City are exposed to noise levels from transportation sources that can significantly damage hearing.

TABLE EN-10

HEARING DAMAGE RISK CRITERIA

DURATION PER DAY, HOURS	SOUND LEVEL, dBA
8	90
6	92
4	95
3	97
2	100
1½	102
1	105
½	110
¼ or less	115

Source: Walsh-Healy Public contracts Act of 1969.

Perhaps, the most important effects of community noise, then, are its effects related to stress. Noise is one of the principal urban stresses experienced daily by city dwellers. The body interprets noise as a form of stress and reacts accordingly. Most of the responses are automatically produced by the involuntary nervous system. The individual may not be consciously aware that his body is under stress, and that nervous reactions are occurring. Furthermore, the individual may not be aware of the stress in the first place. Reactions to noise are similar to reactions to intense emotional states such as fear or anger. Some of the responses are (1) an increase in blood pressure; (2) an increase in heart rate; (3) dilation of the pupils; (4) increase in blood cholesterol; (5) increase in hormone levels by endocrine glands; (6) change in the rate of acid secretion by the stomach; (7) increase in sweat gland activity; and (8) increase in respiration. These responses can lead to increases in heart disease, ulcers, tension, hypertension, and allergic reactions. It has been documented that noise affects us even in the womb before birth. Even relatively low levels of noise in the mother's environment can cause the fetus' heart rate to increase significantly. Other research concludes that very loud noises can possibly be as much a cause of congenital malformations as thalidomide or German Measles. On a less serious level, noise can be responsible for the headaches and daily fatigue common in urban areas. Noise may affect our health adversely only if we are exposed to high levels for long periods of time. Noise can impair our well being through the kind of effects listed above at levels commonly experienced in urban areas.

The effects of noise discussed above are produced by sounds in the audible frequency range. Mention should also be made of two categories of sound which cannot be heard--"ultrasonics" and "infrasonics". Ultrasonics refers to the range of sounds above 20,000 Hertz or wave cycles per second,, the upper limit of human hearing. A dog whistle is a common example of a device which produces ultrasonic frequencies. Infrasonics, on the other hand, refers to frequencies below the audible range, that is, below 16 Hertz (Hz).

For years, ultrasound has been used in medicine to treat asthma, cystic fibrosis, and other respiratory ailments, and in a variety of ways to clean small instruments, jewelry, tools, dentures, etc. Useful and common as ultrasound is, it is known to be hazardous if improperly applied. It specifically should not be directed at areas of poor blood circulation or cancerous infection. The presence of ultrasound in the ambient urban atmosphere is generally insignificant compared to audible frequencies, but it should be noted as a potential health hazard.

Infrasound is less familiar to most people, and research into the world of infrasonics is relatively recent. These low frequency pressure waves seem mostly to act on the internal organs--the heart, lungs, and other viscera--by vibrating them. The organs are rubbed together by a kind of resonance creating dizziness, nervous fatigue, and sea-sickness. A frequency of 7 Hz. has been found to be fatal at high enough intensities. Infrasound has been measured in the everyday ambient atmosphere in Washington, D.C. Some of the sources were identified as large scale natural events such as tornados in Oklahoma, an earthquake in Montana, and magnetic storms in the upper atmosphere. A large number of sources remain unidentified, however. One common source of infrasound are large industrial ventilation systems. More so than ultrasound, infrasound can be considered part of the urban environment.

Noise affects animal behavior in ways similar to human behavior. Little research has been done in this field, especially on wild animals, but there are strong indications that unfamiliar noises can disrupt population dynamics and individual growth behavior. A single startle can stop the brooding cycle of wild game birds. Continuous noise can mast predator-prey signals inducing huddling, panic, or migration. Animal ears are subject to similar kinds of physical damage as human ears. Loss of hearing because of noise exposure has been documented in a number of laboratory cases with a variety of species. Animals also react to noise with stress which produces neural and hormonal changes affecting urinary, adrenal, and reproductive functions.

In the wild, these effects can significantly alter the "natural balance" between various species and between species and their environment. An animal which depends on hearing to locate prey could starve if its auditory function were impaired. Mating signals could be interfered with, and distress signals may be masked by background noise. All of these effects can lead to increased mortality rates.

Domestic animals may suffer more since they are usually closer to urban areas. Farm animal productivity may be diminished, and mortality rates can be increased as well. The economic impact of these effects would make further study in this area worthwhile. The point to be made is that noise impacts the animal population in San Luis Obispo County, as well as the human population. It should also be noted that animal populations have adverse reactions primarily to unfamiliar noises. Animals demonstrate an ability to adapt to a noise over time if it is learned that the noise is not associated with direct harm.

Noise also affects the non-living physical environment in the City. The example of high pitched sound resonating and shattering glass is common. Structural damage by noise is usually moderate, however, even in sonic booms. Glass and plastic are generally the materials most susceptible to damage by noise. Others include base coats of paint, finish coats, stucco, wallboards, interior tiles, brick, concrete blocks, and organize adhesives. Temporary vibrations may be induced in various kinds of structures, particularly buildings, by noise as well. Structural response to sound is highly variable, however, and most damage is usually concentrated in secondary structures such as glass or plaster.

Psychological: It is difficult to distinguish between physical and psychological effects of noise. Many of the behavioral responses to noise are rooted in the involuntary physiological reactions. The two most serious psychological effects of noise are interference with sleep and speech. Data on interference with sleep shows that this response is more subjective than interference with speech, but generally noise levels will begin to interrupt or impair sleep in the 40 to 45 dBA range (Figure EN-9). Noise acts on the body when it is asleep in the same manner as it does when the person is awake. The ear does not mask noise during sleep. Even if noise levels do not awaken a person, they can interfere with dream stages shifting a person from a deeper dream stage to a shallower one. Any disruption of deep stage dreaming is thought to impair mental health and well being. Loss of sleep is known to impair a person's ability to carry on normal daily tasks, especially those requiring short term memory or high speed processing of information. Sever deprivation of sleep can create irascibility and mental disorganization causing dreaming while awake, hallucinations, and other behavior bordering on temporary mental illness. It is important to remember that noise can disturb the rest of sleeping persons whether they awaken and are aware of the noise or not.

Interference with speech depends, of course, on how far the people are from each other, the level of their voices and other parameters. The understandable reception of voice sounds in ordinary conversation is usually interfered with at the level of 50 to 60 dBA (Figure EN-10). The social costs of interference with speech can be of great magnitude and are discussed below. The behavioral impacts of speech interference include impairment of leisure activities needed for stable human behavior, and irritability when conversations must stop until the noise decreases. Noise also interferes with concentration and the ability to perform tasks.

While it has never been proven that exposure to noise alone can cause mental illness or breakdown, it is true that exposing a depressed individual to noise doesn't help. A famous English study reported in 1969 that individuals closely exposed to the noise of London's Heathrow Airport had higher admission rates to mental hospitals than people living farther from the noise. Such evidence is not entirely convincing, but does warrant further investigation. It is a good indication that noise, as an additional form of unwanted stress, can provide the increment to bring on emotional crisis.

Social: The reactions of groups and communities to noise are similar to the reactions of individuals. It is clear that noise interferes with social processes. Its foremost effect is to disrupt the ability of people to communicate with one another. Communication by sound is vital to almost all human social behavior, and its impairment should not be underestimated. As an important example, consider educational processes. Children who attend school near sources of loud noise can have their learning and socialization processes severely handicapped. Several schools in Westchester were forced to close down because the noise near the Los Angeles International Airport interfered so seriously with teaching. The effects of noise on other social processes such as marketing, recreation and the practice of religion can be equally as serious.

Economic: One of the more prevalent economic effects of noise of concern to Pismo Beach is the reduction of residential property values near the source of noise. This document does not examine specific property values in the City of Pismo Beach, but a comparison of residential property values near the railroad or U.S. Highway 101 with residential property located away from these sources may bear this out.

One other kind of major economic cost of noise is noise-induced inefficiency in the labor force. As noted under psychological effects, noise interferes with the performance of tasks. Such interference causes business and industry to lose income through lost output. At the national level, such losses total millions of dollars daily. Occupational noise yearly results in hundreds of millions of dollars of compensation claims, and the costs of insulating environments and muffling sources should be included as economic costs as well. Economic costs of noise are among the most difficult to calculate, however, because they are associated with the psychological states of stress discussed above. The effects of these states have yet to be adequately quantified by economists.

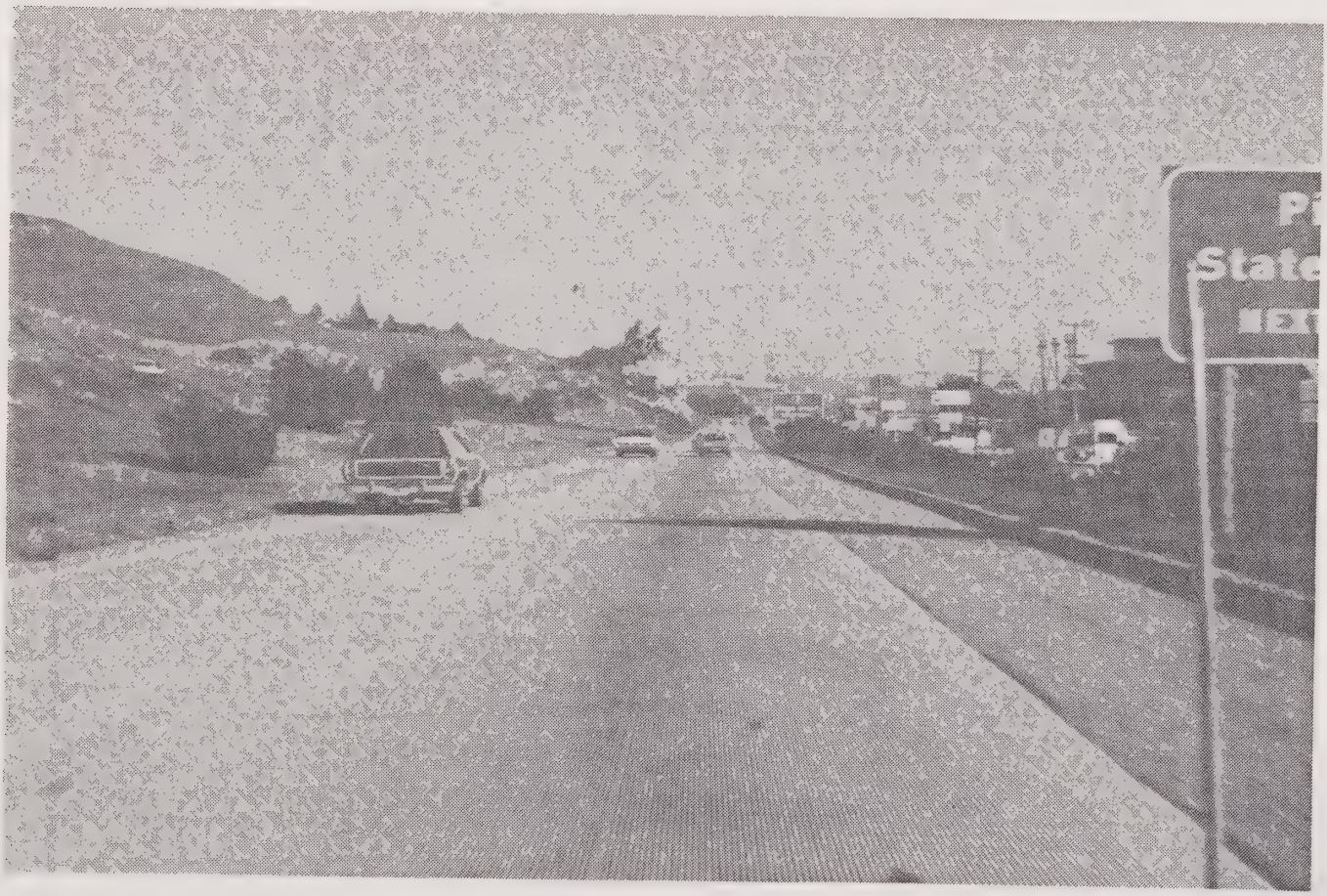
Local Effects in San Luis Obispo County: It is important to ask whether any of the effects discussed above are occurring locally in Pismo Beach. Since a specific study of this nature has not been conducted as a part of the Noise Element, it is difficult to give a precise answer. However, health and welfare criteria have been published by the Federal Environmental Protection Agency, and these criteria can be compared to the noise levels quantified in this Element to draw some general conclusions.

The basic criteria are given in Table EN-11 and utilize the Sound Equivalent Level (L_{eq}) and Day-Night Noise Level (L_{dn}). The L_{eq} is the basis for the L_{dn} noise level, but does not include a weighting for nighttime noise. It should be noted also that an "adequate margin of safety" has been built into these criteria.

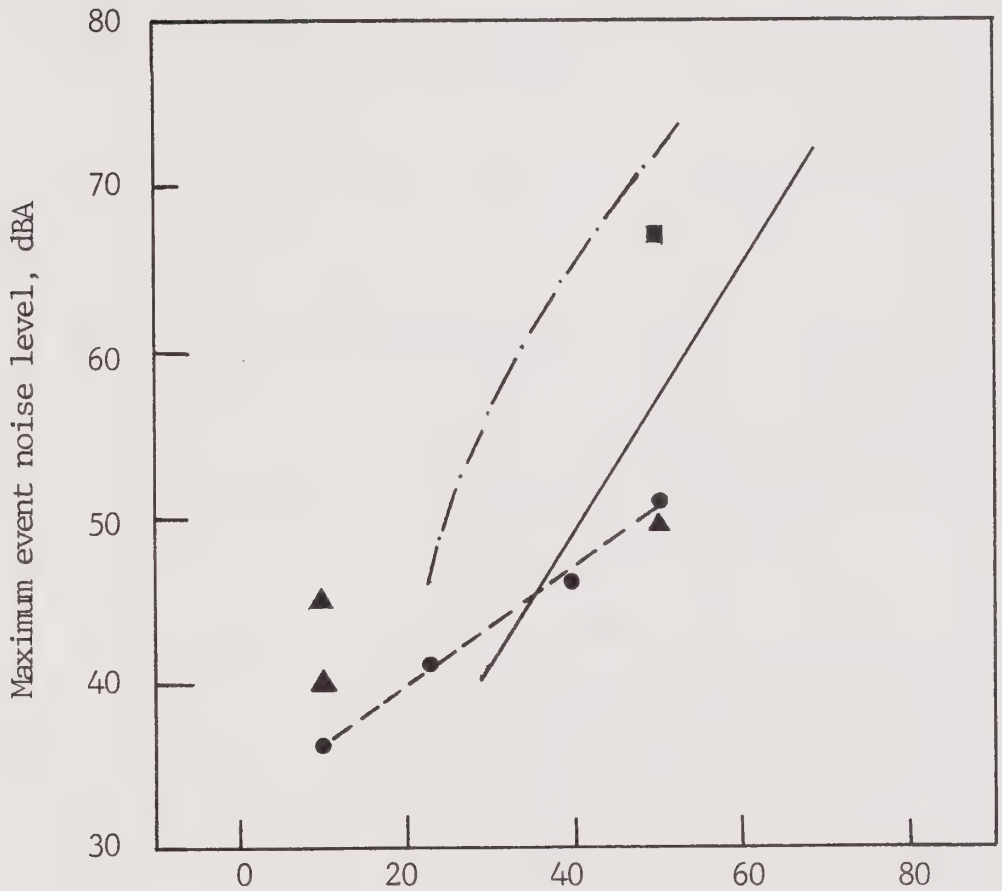
Judging by these criteria and the noise levels quantified in the Technical Report, most of San Luis Obispo County and the Cities within the County are free of the effects of noise. Near the major roads, the railroad, and the airports, however, these criteria indicate that a certain level of activity (i.e., sleep, speech) interference and stress can be expected. As noted in a previous section, it is unlikely that any resident's hearing is threatened unless he is spending unusually long periods of time in close proximity to the major highways.

d. Noise Control

Noise Regulations: Heightened concern in recent years for "environmental quality" has led to greater attention by the legislative and administrative branches of government to the problem of excessive noise. This attention has resulted in the enactment of a number of laws and regulations regarding noise. To provide the legal and planning contexts within which the recommended goals and policies of this Element would be implemented, this section summarized the current noise laws and outlines possible noise control strategies.



NOISE INDUCED SLEEP DISTURBANCE DATA



Percentage of persons awakened or shifted to a shallower sleep stage (experiments), or who report sleep disturbance (surveys).

Explanation

- ●— — —● Laboratory experiment on subject awakenings.
- ▲ Laboratory experiment on change of sleep level.
- ■ Laboratory experiment subject awakenings.
- —— · —— Field survey data. People reported being kept from going to sleep.
- ———— Field survey data. People reported being awakened.

SOURCE: Wyle Laboratories, 1973

FIGURE EN-9

NOISE LEVELS WHICH BARELY PERMIT FACE-TO-FACE CONVERSATION AT THE INDICATED DISTANCES

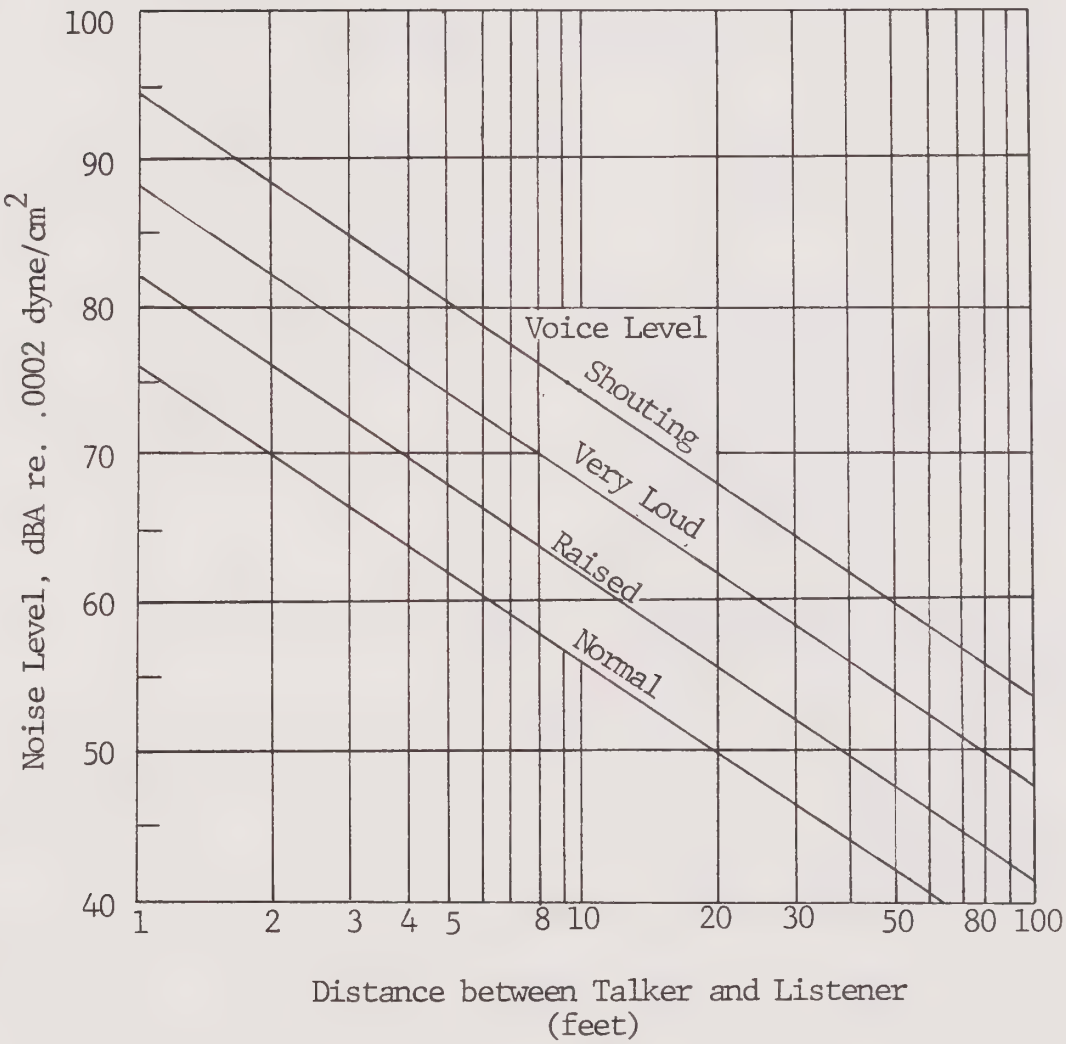


Figure EN-10 Noise levels which barely permit face-to-face conversation at the indicated distances

SOURCE: Wyle Laboratories, 1973

FIGURE EN-10

TABLE EN-11

SUMMARY OF NOISE LEVELS IDENTIFIED AS REQUISITE TO PROTECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

EFFECT	LEVEL	AREA
Hearing Loss	L_{eq} (24) $\leq$ 70 dB	All Areas
Outdoor activity interference and annoyance	$L_{dn} \leq$ 55 dB	Outdoors in residential areas and farms and other outdoor areas where people sped widely varying amounts of time and other places in which quiet is a basis for use.
	L_{eq} (24) $\leq$ 55 dB	Outdoor areas where people spend limited amounts of time, such as school yards, playgrounds, etc.
Indoor Activity interference and annoyance	$L_{dn} \leq$ 45 dB	Indoor residential areas.
	L_{eq} (24) $\leq$ 45 dB	Other indoor areas with human activities such as schools, etc.

Explanation

L_{eq} (24) - Equivalent A-weighted Sound Level over a 24-hour period.

L_{dn} - Day-Night average sound level - the 24-hour A-weighted Equivalent Sound Level, with a 10 decibel penalty applied to night-time levels.

dB - Decibels.

SOURCE: U.S. Environmental Protection Agency, 1974.

Unfortunately, there has been little coordination among the agencies responsible for noise control, and this has resulted in the use of different noise evaluation techniques and standards in noise regulations. This non-uniform approach makes comparison and use of standards and regulations a confusing matter for both the general public and those government officials responsible for compliance at the local level. Table EN-12 provides a summary list of existing noise regulations which pertain to the member jurisdictions of the Area Planning Coordinating Council. In addition to those laws shown in the table, both the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA) require environmental analysis of certain developments including an analysis of potential noise problems at the project site.

The most significant of the laws listed in Table EN-12 is the Noise Control Act of 1972. This law essentially authorizes the EPA to coordinate noise regulation at the national level. It also authorizes the EPA to set noise emission limits for major noise sources including aircraft, motor vehicles, and trains. These emission standards can be expected to have an important effect on future noise levels in the County. In addition, health and welfare criteria for noise exposure limits have been published in compliance with the Act, and these criteria have been incorporated into the recommended land use compatibility standards. In publishing these criteria, the EPA has selected and recommended the L_{dn} measurement scale for use as a uniform noise evaluation scheme. If nationwide use of this measure becomes a reality, much of the existing confusion regarding noise should diminish. This should enable the various cities and the County to enact noise control regulations and measures consistent with one another, as well as with the State and Federal government.

Alternative Noise Control Strategies: Any action to control noise will work on either the source of the noise, its transmission path, the receiver of the noise, or any combination of these factors of sound. As noted in the preceding section, source controls are primarily the responsibility of the federal government, and to a lesser degree, the state government. Control of the reception of noise, however, has its roots in local government's traditional authority over land use control.

The basic goal of this Element is to achieve and maintain a noise environment that is compatible with a variety of human activities. This clearly calls for cooperation among all levels of government. Source controls are the most effective means of reducing noise, but there are limits to what can be accomplished through technology alone. A need for land use controls, coupled with source controls, will probably be necessary for overall noise reduction in many cities for the foreseeable future.

TABLE EN-12
EXISTING FEDERAL AND STATE NOISE REGULATIONS

RESPONSIBLE AGENCY	REGULATION/STANDARD	NOISE SOURCE REGULATED	SUMMARY
FEDERAL GOVERNMENT			
Environmental Protection Agency	Public Law 92-574 (Noise Control Act of 1972)	All	Gives EPA responsibility to identify noise sources set standards for limiting emissions, publish health and welfare criteria, set product labeling standards, and recommend aircraft standards.
Federal Aviation Administration	FAR Part 36	Aircraft	Sets emission limits for aircraft under specified flight conditions for type certification.
Federal Highway Administration	PPM 90-2	Highways, outdoor noise environments	Sets land use compatibility requirements for developments adjacent to Federal-aid highways.
Dept. of Housing & Urban Development.	Policy Circular 1390.2	Airports, outdoor noise	Sets noise acceptability requirements for developments requesting Federal loan assistance.
STATE OF CALIFORNIA			
Department of Aeronautics (CalTrans)	Calif. Administative Code, Title 4, Subchapter 6	Airports, aircraft	Specifies maximum noise explosures for sensitive uses near airports; sets standards for aircraft operations.
Department of Motor Vehicles	California Vehicle Code Section 23130	Motor vehicles	Sets noise emission limits for motor vehicles under specified operating conditions.
Department of Transportation (CalTrans)	Streets and Highways Code	Highways	Requires corrective action when noise levels exceed set limits in nearby schools.
Commission of Housing and Community Dev.	Calif. Administrative Code, Title 25,	Outdoor/Indoor noise environments.	Limits interior noise levels resulting from levels in new multi-family units.
Council of Intergovernmental	Calif. Government Code, § 65302(g)	Outdoor noise environment	Requires quantitative Noise Elements in all City and County General Plans.

The purpose of this section of the Noise Element is to outline some of the land use and other types of noise reduction alternatives that are available for implementation by the City. These various strategies form the basic planning framework for the recommended goals and policies of the next sections.

Generally, noise control strategies may be thought of as belonging to one of three approaches. From least restrictive to most restrictive, these strategies are: (1) to encourage voluntary noise reduction measures by property owners and developers; (2) require noise reduction or compatible land use through zoning and planning powers; and (3) enact noise control through government ownership of the affected property.

The first approach would include providing information to builders and the general public regarding the importance of noise reduction and different construction and site development techniques for noise compatibility. Various means of achieving this objective include review of proposals by an architectural review board, design services by government staff during the permit application process, and maintenance of an acoustical information library for developers and the public. Education of the public is an important aspect of this approach since public awareness of noise problems can affect the marketability of developments. Such an approach can be successful in solving noise problems provided there is a degree of cooperation between the local government and developers or if the development market is a buyer's market and there is a demand for noise compatibility.

If these conditions do not exist, it may be necessary to use the local government police powers of zoning and planning to ensure that the public is protected from excessive noise. These measures can be an important influence on future development, but may be of little help in resolving existing noise problems. The basic approach is the exclusion of noise sensitive land uses from areas of high noise levels. If development is permitted in noise impacted areas, zoning performance and development standards can regulate the details of the development such as building height, buffer areas, and noise barrier construction. Special types of development, such as cluster housing and planned unit developments, can be regulated to prevent unnecessary noise problems from occurring. Building codes may be enforced under this approach as well as to limit the transmission of sound into and out of buildings. One concept being implemented in a number of cities in California and across the United States is the adoption and enforcement of a noise ordinance which sets quantitative limits on the level of noise permitted in different zones in the City.

Short of purchasing land, the City can also use tax incentives to regulate land development to a certain degree. This is a potentially powerful land use control which can reduce development pressure on vacant land. The basic technique is to reduce the assessed value of

land in noise impacted areas so that landowners are not pressured into selling land they can no longer afford to pay taxes on. This approach has been used in California to preserve open agricultural land under the Williamson Act with varying degrees of success.

Government ownership of noise impacted land makes the regulation of its use a simpler matter, but the acquisition of the property can be expensive and unpopular locally if eminent domain is used. Purchase or the use of eminent domain powers can be avoided through purchase of an easement regulating the land without transfer of ownership.

Which of these three approaches is used depends in large measures on the severity of the noise problem. The Technical Report of this Element concludes that, for the most part, the City is free from excessive noise levels from railroad and traffic except in areas close to certain major sources such as U.S. Highway 101 and the Southern Pacific Railroad tracks. It is unlikely, then, that the local governments need to consider the most restrictive approach, and can rely on zoning and planning to prevent major noise problems from occurring near these sources.

All of the above strategies deal primarily with reducing future noise problems rather than existing ones. Where a noise problem already exists, one or more of five solutions are available: (1) the noise can be reduced at the source; (2) the noise can be blocked by an insulating barrier; (3) the source can be removed from people and other receivers; (4) the receiver can be removed from the source; or (5) the time exposure to the noise can be minimized. As is true with most environmental hazards, preventing or reducing the cost of the future hazard is easier and less expensive than resolving existing problems. Special ordinances can be adopted, however, which set noise limits by land use zones, and which require compliance by existing developments. One of the central problems of setting noise limits by zone is the number of desirable exceptions to the established noise limit.

e. Goals, Policies and Programs

The previous sections of this report provide a summary of the technical analysis of noise in Pismo Beach, and a synthesis of the legal and planning frameworks for noise control. In this section, general planning goals, policies and programs are recommended for each of the member jurisdictions. These constitute the noise control plan of the City and are the heart of the Noise Element.

This section is comprised of a general planning goal, general policies, and programs. The general goal provides a statement of the basic purpose of the Noise Element so that consistent planning is possible. It is a necessary guideline which can be held up against future proposals to determine their effect on the noise environment. The general policies compliment the planning goal and define specific

directions for jurisdictions to take in controlling noise. The programs are a refinement of the general policies, and recommend specific actions for carrying out those policies.

While it would be desirable to fully implement each of the recommended policies and programs, it is recognized that unlimited resources to that end are not available. To aid in determining priorities for the allocation of resources in the community, the policies and programs listed below are listed in their general order of importance to achieving the goal of the Element.

GOAL S-14: To ensure that the City's residents are free from excessive noise and abusive sounds. Primary emphasis should be placed on protecting the general public from noise levels which may be hazardous to hearing. Secondary emphasis should be the minimization of noise induced stress, annoyance, and activity interference.

POLICY S-24: and use noise compatibility standards for general planning and zoning purposes should be established.

Program S-49: The noise compatibility standards should be adopted for use in identifying potential noise problem areas, and in reviewing Environmental Impact Reports.

Program S-50: Specific noise levels and regulations should be set for various land uses in the Zoning Ordinance.

POLICY S-25: The City should provide for the identification and evaluation of potential noise problem areas.

Program S-51: Using noise compatibility standards, existing land uses should be reviewed to identify potential noise problems.

Program S-52: Site analysis of potential noise problem areas should be required prior to development.

Program S-53: The City should recommend that the State and County establish an ongoing noise monitoring program to identify and evaluate noise levels in the City.

POLICY S-26: Existing and potential incompatible noise levels in problem areas should be reduced through land use strategies, building and subdivision code enforcement and other administrative means.

Program S-54: Development of noise sensitive uses in incompatible noise impacted areas close to major noise sources should be discouraged.

Program S-55: All existing noise control regulations, including building and subdivision laws should continue to be strictly enforced.

Program S-56: For future development in noise impacted areas, the City should require that adequate site planning and insulation measures are taken to reduce noise to the established levels.

Program S-57: For existing developments in noise impacted areas, the City should encourage that adequate site planning and insulation measures be taken to reduce noise to the established levels.

Program S-58: Noise levels in problem areas should be reduced through the use of noise berms and vegetative screening.

POLICY S-27: Existing and potential incompatible noise levels in problem areas should be reduced through operational or source controls where the City has responsibility for such controls.

Program S-59: The City should locate routes for use by heavy traffic away from noise sensitive land uses.

Program S-60: Southern Pacific Transportation Company should be encouraged to control its operations to reduce noise impacts on the community.

Program S-61: Abatement of noise by stationary sources should be required in areas of excessive noise emissions.

Program S-62: The City should make existing information available to familiarize residents of Pismo Beach with the Noise Element and noise problems in general. Special attention should be paid to those people now residing or working in noise problem areas.

Program S-63: The City should consult with developers and builders during the permit application process regarding potential noise problems to reduce noise levels in new and existing developments.

Program S-64: Noise information for both the general public and those with technical backgrounds involved in noise controls should be maintained in conjunction with the information at the County Noise Information Library.

POLICY S-28: The City should continue to coordinate with the noise control activities of other responsible jurisdictions.

Program S-65: The City should encourage CalTrans and the County Engineer to incorporate noise reduction methods in new and existing road construction.

Program S-66: Noise monitoring activities should be coordinated with those of the County and CalTrans.

Program S-67: The development and use of a uniform noise evaluation scheme at all levels of government should continue to be encouraged.

POLICY S-29: The City should periodically review and revise the Noise Element.

Program S-68: The Noise Element should be reviewed at least every two years and should be comprehensively revised every five years or whenever major changes in the noise environment occur.

Program S-69: Upon adoption of the Noise Element, a review committee should be established to oversee its implementation and to report to the City Council on implementation progress. This committee should be composed of representatives from the Planning Department, the City Engineer, and the general public.

Program S-70: The noise element should be reviewed when revisions or preparation of the following General Plan elements occur, including Land Use Element, Circulation Element, and Housing Element.

6. AIR QUALITY

a. Introduction

The purpose of the air quality section is to address the issue of air quality and in so doing conform to guidelines of the Coastal Act and General Plan Guidelines. The Federal Clean Air Act of 1970 established policies state and local governments must follow to meet air quality standards and programs. Under the law, each state is required to prepare a State Implementation Plan which includes the state's air quality planning and regulatory programs. The plans must demonstrate policies to reach attainment of the National Ambient Air Quality Standards, as determined by the Environmental Protection Agency. Each county is also required to establish an Air Pollution Control District (APCD). The APCD is given power to control air pollution from stationary sources.

b. Air Quality Maintenance Plan

The City of Pismo Beach, along with other incorporated areas in the county, has worked in conjunction with the County APCD in the implementation of the Air Quality Attainment and Maintenance Plan (AQAMP), see Appendix.

The AQAMP addresses four types of control measures: stationary, transportation, land use and energy. The control of land uses with regard to air quality are implementable by incorporation of the AQMP policies and procedures into the City General Plan. The maintenance of air quality also is addressed in the Coastal Act of 1976. Two policies relating to air quality are contained in section 30253.3 of the Coastal Act, which states that new developments shall:

> ...be consistent with requirements imposed by an air pollution control district or the state air resources control board as to each particular development.

Also, section 30253.4 states that new development shall:

> ...minimize energy consumption and vehicle miles travelled.

The City of Pismo Beach, by implementing the AQAMP prepared by the County of San Luis Obispo, will adopt and implement goals, policies and programs within the City limits and coastal zone to reflect their concern for air quality.

Since Pismo Beach relies heavily on tourist trade, consideration of the effect of increased traffic from visitors should be understood. An increase in visitor serving facilities, e.g., campgrounds, motels or other tourist oriented facilities contribute substantially to air pollution levels. Therefore, alternative means of travel should be encouraged, such as walking, bicycles and mass transit (see Circulation Element).

In order to maintain air quality in the future, the effect of growth and development must be considered. The impact of future development and growth on air quality should become an integral part of the development review process. Singular effects, as well as cumulative effects on air quality must be considered.

The air basin's holding capacity must be determined, and growth must be consistent with the holding capacity of the air basin so that air quality is not significantly reduced. Allowable growth rates should be reasonable to correspond with the maintenance of air quality standards.

An additional consideration to be made by the City is to encourage a greater mixture of land uses. Compatible residential, commercial and industrial development types should be encouraged in all communities in order to facilitate a reduction in home-to-work and other travel. Through the balance of housing, jobs and commercial services, a reduction in the number and length of trips required for normal activities may be achieved, thus reducing the amount of automobile travel.

More compact development should also be encouraged through the use of urban service commitments as incentives for compact infill and expansion of urbanizing areas. New development should only be extended to those locations with existing or committed services.

The City has also incorporated policies reflecting the consideration of air quality into other sections of the General Plan. The following section summarizes the goals, policies and programs of the Air Quality section.

c. Goals, Policies and Programs

GOAL AQ-1: To reduce future dependency on automobile travel by means of local and regional policies on land use and urban services.

GOAL AQ-2: To maintain air quality within the federal standard by managing the location, timing and quantity of growth.

POLICY AQ-1: The City will conform to and implement the County's Air Quality Attainment and Maintenance Plan (see the Appendix).

Program AQ-1: The City will follow the Planning and Growth Element Implementation Schedule as stated in Table IV of the County AQAMP, which is contained in the Appendix.

Program AQ-2: The appropriate implementation measures given in Table IV of the County AQAMP (see Appendix) shall be incorporated into the City's Land Use Plan as required.

B. NATURAL RESOURCES CHARACTERISTICS

1. INTRODUCTION:

This chapter of the General Plan summarizes the Natural Resources of the City, and addresses environmental issues relating to land use, conservation and open space as required under section 65302 of the Government Code. In addition, the Coastal Act sections summarized on Table EN-13 contain regulations relating to natural resource preservation.

The Natural Resources Chapter is divided into five sections. The first section is the Introduction. The second section is a summary of the natural resource base of Pismo Beach. The ecological zones within the City limits are briefly described. The third section is a more detailed evaluation of the major natural resource habitat areas which are potentially sensitive to disturbance from community development; these are the Pismo Marsh, Pismo Creek, the shoreline, portions of the Coastal Foothills (within the Oak Park Heights Planning Area and Freeway Foothills Planning Area) and Butterfly Habitat Areas. They were selected for specific review because of one or more characteristic unique plant habitats or rare and/or endangered habitats, rare and/or endangered species, wetlands, intertidal areas, sensitivity to disturbance from man and man-related activities and isolated habitats. These are also areas which have scenic, recreational and educational value, direct or indirect economic value and have an overall cumulative value to Pismo Beach. The fourth section contains the Designated Significant Natural Resource Areas summary which is based on the review and analysis of the previous sections. These designated areas are shown on Figure EN-11. The fifth section contains the goals, policies and programs relative to overall natural resources and the designated natural resource areas.

2. NATURAL RESOURCE BASE OF PISMO BEACH

Natural resources generally fall into two broad classes: NON-RENEWABLE and RENEWABLE. Non-renewable resources are stock resources and are consumed when used, e.g., petroleum, coal, stone, clay, gravel, sand, soil, etc. Renewable or "flow" resources are any resources that can be replaced, e.g., plant and animal species, scenic resources, solar radiation, tides, winds, etc. The designation "Renewable" can be misleading because most renewable resources can only be replaced at extremely high costs. Table EN-14 describes these two general classes in more detail.

These two classes provide a framework for further delineation of natural resources. An additional classification essential to understanding the City's natural resources is to discuss the physical setting of the Pismo Beach area by the four distinct ecological zones: TERRESTRIAL, MARSH, INTERTIDAL and SUBTIDAL zones. Each of these zones contains various plant and animal (biotic) communities and each community is characterized by various "indicator" species. The location of communities within each zone is dependent on various environmental factors such as water, soils, solar orientation, etc.

The following discussion describes each of the four ecological zones in general and the biotic communities within each zone. The reader should refer to the Glossary of terms in the Appendix and the Biotic and Human Communities, Figure EN-12, for ease in understanding this discussion.

TABLE EN-13

COASTAL ACT POLICIES

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species or marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entertainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats and minimizing alteration of natural streams.

30233. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible, mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

1. New or expanded port, energy and coastal-dependent industrial facilities, including commercial fishing facilities;
2. Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps;
3. In wetland areas only, entrance channels for new or expanded boating facilities; and in degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland, provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than twenty-five percent (25%) of the total wetland area to be restored;
4. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities;

5. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines;
6. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive area;
7. Restoration purposes;
8. Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including but not limited to the 19 coastal wetlands identified in its report entitled "Acquisition Properties for the Coastal Wetlands of California" shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of South San Diego Bay, if otherwise in accordance with this division.

30236. Channelizations, dams or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plan is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas, parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

TABLE EN-14

RESOURCE CLASSES

I. NON-RENEWABLE RESOURCES

1. Stock not significantly affected by natural deterioration: *in situ* metal ores; coal; stones; clay.

2. Stock significantly affected by natural deterioration: refined metals subject to oxidation; oil and gas in cases of seepage and blowoff; plant nutrients subject to leaching; radioactive substances in process of nuclear disintegration; surface water reservoirs subject to evaporation.

II. RENEWABLE RESOURCES

1. Flow not significantly affected by human action; solar and other cosmic radiation; tides, winds.

2. Flow significantly affected by human action.

   a. Reversibility of a decrease in flow not characterized by a critical zone; precipitation; special locations that form the basis of site value; services from a species of durable producer or consumer goods.

   b. Reversibility of a decrease in flow characterized by a critical zone; animal and plant species; scenic resources; storage capacity of groundwater basins.

SOURCE: Ciriacy-Wantrup, S.V. *Resource Conservation Economics and Policy*, Berkeley University of California Press, 1968 (Third Edition).

a. Terrestrial Zone

In general, this zone includes all land from the top of the Pismo Hills to the tops of the cliffs in the shoreline area (see Figure EN-12). This zone is subjected to diverse impact from man's activities of urbanization, commercial, agricultural and recreational uses.

Terrestrian communities of the Pismo Beach area can be divided into six categories of floral and faunal communities. These groupings are for reference and understanding and the lines between them are not distinct. In fact, there is considerable integration and mixing between communities.

The following community classification was developed by Robert F. Hoover for flora and fauna of San Luis Obispo County (Hoover, 1970, pp. 10 - 12). A detailed list of representative species of these communities can be found in the Appendix.

Beach Dune Community: Most extensively developed from Pismo Beach to the mouth of the Santa Maria River. This community composes much of the seaward side of the familiar dune areas of the South County. Within the study area it is located south of the mouth of Pismo Creek. Cakile Maritima (Sea Rocket) is a common species.

Riparian Woodland: Represented by vegetation along the banks of Pismo Creek upstream from its mouth. Much of the native vegetation in this community has been destroyed by human impact. Deciduous trees are common in this community including Salix Lasiolepis (Arroyo Willow) along with a host of fauna. In San Luis Obispo County this is the only community in which deciduous trees are well represented.

North Coastal Grassland: While represented on open hills and ocean bluffs from Cambria northward, native vegetal types in the Pismo Beach area have been largely destroyed by urbanization. The original perennial bunchgrass species are now mostly replaced by introduced annual species. Other introduced species have also established themselves in this community. This community once occupied the greater portion of the study area, including Sunset Palisades, Spyglass-St. Andrews, Dinosaur Caves, Freeway-Foothills, Pismo Hills, Pismo Heights and Oak Park Heights.

The open areas where this community once flourished are now largely used for pasture land. A common species of this community is mustard which articulates the Pismo Hills so nicely in the spring.

Northern Coastal Scrub: Best represented from Cambria northward, although several of the associated species extend considerably farther south. Where the shrubs are more widely spaced, this community merges very gradually into North Coastal Grassland. This community is fairly well represented on Ontario Hill and the Pismo Hills. Poison oak (Rhus

diversiluba), Monkey flower (Diplacus aurantiatus), Coyote bush (Baccharis pilularis), California sage (Artemesia californica), Scrub jay (Apaheloconia coerulescens), and Brush rabbit (Sylilagus bachmani), are common flora and fauna.

Coastal Sand-plains and Stabilized Dunes: Located just inland from the Beach-Dune community and not sharply distinguished from it, as many species thrive on both stabilized and shifting sand. Urban development in the downtown portion of the study area has almost completely destroyed this community. Remnant species can still be found in the less heavily developed portions in the southwestern part of the study area including Buckwheat (Eriogomum parvifolium), Lupin (Lupinus chamissonis) and Valley Quail (Lophortyx californicus).

Evergreen Forest: Within the study area, this community is distinguished by varieties of Coast Live Oak (Quercus agrifolia), and might more appropriately be called Live Oak Forest. Where these oaks grow further apart, there is a gradual transition to scrub or grassland communities.

b. Marsh Zone

Marsh communities are represented in two portions of the study area: (1) Pismo Marsh and (2) the mouth of Pismo Creek. While there are actually two possible types of marsh communities (freshwater marsh and coastal salt marsh), it appears that both occurrences in Pismo Creek have been identified as major natural resource areas and will be discussed separately.

c. Intertidal Zone

The intertidal zone of the study area corresponds to one of the several classifications of shore habitats specifically designated as "Protected Outer Coast". In the Pismo Beach area this classification is characterized generally by semi-sheltered coast and open bays where the force of the surf is somewhat dissipated before it can crush the more delicate life forms (Ricketts and Calvin , 1960, p. 6). More specifically, the PROTECTED OUTER COAST can be subdivided further into four (4) somewhat distinct zones by the factor of tidal exposure as follows (Ricketts & Calvin, 1960, p.6):

Zone 1: Uppermost beach (Splash Zone): from the highest reach of spray and storm waves to about the mean of all high tides. The uppermost rocky beach is wetted in its upper reaches by waves and spray only and in its lower part by high tides only.

Zone 2: High tide region or upper horizon: from mean high water to about the mean flood of the higher of the two daily lows, a bit below

mean sea level. This is the home of barnacles and other animals accustomed to tolerating more air than water.

Zone 3: Mid-tide region or middle horizon: from about mean higher low water to mean lower low water--the zero of the tide tables. This zone is typically covered and uncovered twice each day. The animals found here have accustomed themselves to, and often require the rhythm of the tides.

Zone 4: Low-tide region or lower horizon: normally uncovered by "minus" tides only. This zone is available during only a few hours in each month, and is populated by animals working up as far as possible from deep water. Most of them remain in this zone, foregoing the advantages of the less crowded conditions higher up, because they are unable to stand more than the minimum of exposure to incident minus tides. These areas have been identified as having significant resource values and are discussed separately.

d. Subtidal Zone

In the Palisades Planning Area,the City's jurisdictional limit along the coastline is defined by the average between high-high and low-low tide lines and therefore includes nearly the entire Intertidal Zone. Although the Subtidal Zone in the north area of the City is beyond jurisdiction from a legal standpoint, the City nevertheless has an indirect responsibility for its activities which affect the natural resources of that area. The Shoreline Resource Area discussed in more detail the intertidal and Subtidal characteristics.

e. Ecosystems

An ecosystem is an interacting assemblage of plants and animals and their environment. There are, within the City limits of Pismo Beach, certain fragile ecosystems. One such area, Pismo Marsh, is very productive. The presence of such an area requires careful consideration. If the existing ecological integrity of the City of Pismo Beach is to be maintained, then such biologically productive areas should be protected from significant alterations.

3. CRITICAL NATURAL RESOURCE AREAS

Analysis of natural resources of Pismo Beach reveals five areas which are major natural resource areas which should be reviewed in terms of requiring measures for conservation and possible preservation. These are:

a. Pismo Marsh Area
b. Pismo Creek Area

c. Coastal Foothills
d. Shoreline Area (including State Park area)
e. Butterfly Habitat.

These areas have been chosen for the following reasons:

a. Sensitivity to disturbance;
b. Scenic, recreational, and educational value;
c. Direct or indirect economic value;
d. Ecologic value; and
e. Overall cumulative value to Pismo Beach.

There are other natural resource areas which are important to Pismo Beach, but they are not as critical for natural resource preservation as the five areas listed above. Furthermore, even these critical areas will be difficult to maintain unless comprehensive conservation policies and practices are adopted and implemented for the entire study area.

a. Pismo Marsh (Pismo Lake Ecological Preserve) And Meadow Creek

DESCRIPTION

Pismo Marsh lies entirely within the Pismo Beach City Limits. The marsh is under the ownership and management of the California Department of Fish and Game as the Pismo Lake Ecological Preserve. The marsh wetlands area, which is under State ownership, encompasses 22 hectares (54 acres). The preserve is surrounded entirely by privately owned land within both Pismo Beach and Grover City Limits. The preserve adjoins the Southern Pacific Railroad right-of-way on the western boundary and is bisected by Fourth Avenue near the eastern edge of the parcel. Meadow Creek, with a 1,538 hectares (3,800 acres) of drainage is the primary source of water for the wetland. Elevation on the preserve ranges from near sea level to approximately 10 meters (32 feet).

The marsh is not a natural marsh but it is a result of natural and man caused alterations. The earliest recorded survey maps (dated February and March, 1886, contained in the Appendix), show the Pismo Meadow Creek drainage and Pismo Creek. The lake configuration has changed over the years as the Pismo Creek course was both naturally changed and altered by man. Pismo Creek no longer drains to the marsh but has been channelized and drains to the ocean. Meadow Creek drainage over the years has also been altered and now is the major drainage to the marsh.

There are several good sources of biotic data regarding Pismo Marsh and Meadow Creek, which have been prepared by Cal Poly and the California Department of Fish and Game. They are "The Natural Resources of the Nipomo Dunes and Wetlands", dated June 1976, and the "Resource Protection Zone Proposal for Pismo Lake Ecological Preserve, San Luis Obispo County, California" dated December, 1978. Excerpts of these reports plus species lists are found in the Appendix.

Pismo Marsh is primarily a fresh water marsh, with associated riparian habitat along the southern and southeastern borders. Common marsh plants are tule (Scirpus spp.), cattail (Typha latifolia), saltgrass (Distichlis spicata) and willow (Salix spp.). The dominant riparian plant species is willow. Bluegum (Eucalyptus globulus), an introduced exotic, is found in a dense stand near the southwest corner of the reserve. On the northeastern portion is an upland area characterized as grassland with scattered coyote bush (Baccharis pilularis). Coast live oak (Quercus agrifolia) is found at several locations adjacent to the south boundary of the reserve. In addition, an unusual area of salt marsh vegetation is located at the southwest portion of the reserve; the source of the salt water is not known. However, the salt marsh could be the result of "salt sinks" which developed as a result of sedimentation caused by run-off from nearby development. Species in the salt water marsh include perennial pickleweed, frankenia salt grass and other salt water indicators (Nakata. 1974). Figure EN-12 shows the marsh vegetative communities.

The diverse plant communities provide excellent habitat for a wide range of wildlife species. The California Department of Fish and Game has estimated that as many as 59 species of birds, 24 species of mammals and 4 species of reptiles and amphibians may be found in the relatively undisturbed lake habitats (see Appendix for species lists). While none of the animal species identified in areas adjacent to the marsh are known to be rare or endangered, several are unusual and are not commonly seen so near urban areas. These include birds such as the red-shouldered hawk, Cooper's hawk and turkey vulture, the great egret, the snowy egret, the great blue heron and a variety of ducks and geese. Among the many mammals found in the area are the opossum, racoon and beaver. The only species of fish known to occupy the open water of the marsh is the mosquito fish, introduced to control mosquitos.

Although the Pismo Marsh is not a natural marsh but is to some extent man made, the Pismo Lake Ecological Preserve still is an extremely valuable natural resource for several reasons. Because over two-thirds of the original coastal wetland areas of California have been destroyed or degraded (Browning, 1977), the remaining areas play an extremely important role as habitat for a wide variety of depended wildlife. Pismo Marsh serves as a vital link in the Pacific Flyway used by numerous species of migratory water-associated birds. And, because of the above, plus the presence of some rare species of plants, the encroaching development on all sides, and the diversity of the ecosystem, the Pismo Marsh is considered a sensitive habitat area.

The California Department of Fish and Game prepared a preliminary management plan for the marsh in 1977. The plan emphasizes enhancement of coastal wetland resources, primarily for water-associated and upland wildlife. The management plan for the Pismo Lake Reserve is included in the Appendix. Specific programs of the plan include an engineering study to determine the feasibility of maintaining a slight water current

throughout the marsh, creation of more open water toward the center of the marsh to increase wildlife value, development of water control structures to manipulate water level and encourage water circulation. Potential mosquito problems may be prevented if adequate water circulation is maintained in the wetland. No specific plans currently exist by the Department for improving access to the reserve, although several alternatives are under consideration.

The Pismo Lake Ecological Reserve management plan has no authority over lands adjacent to the reserve. Both in Pismo Beach and Grover City, development is occurring nearby and contiguous to the marsh. The result is direct impacts to the marsh caused by increased runoff, erosion, sedimentation, and disturbance to habitat areas caused by motorcycles, dogs and other human activities. The most damaging to the reserve is the increase of sedimentation which decreases open water areas and circulation necessary to support marsh vegetation and migratory birds (see Coastal Hazards Section of General Plan). Light development, such as residential development proposed for Oak Park Heights and Oak Park Acres in Arroyo Grande and which exists along the marsh boundary in Grover City, results in approximately 16 tons per acre of eroded sediment annually as compared to less than one-fifth of a ton per acre of eroded sediment annually from undisturbed land (source). Commercial development, such as that which lies on the marsh edge in Pismo Beach can produce considerably more sediment annually. Pesticides and other toxic substances, nutrient laden agricultural run-off and urban wastewater may constitute problems in maintaining water and overall wildlife quality habitat. These conflicts have provided the impetus for the California Department of Fish and Game to exercise its right under the Coastal Act of 1976 to propose a Resource Protection Zone (RPZ) for the Pismo Lake Ecological Reserve. The RPZ concept was deleted by the State Coastal Commission due to problems of manageability. The concepts of the RPZ however, are valid and have been taken into consideration. (See Designated Significant Natural Resource Areas Section and the Appendix).

That portion of Meadow Creek in the City Limits is almost entirely located within the Preserve. A small portion of the creek in the area of State Highway 1 is located outside the preserve but within either Cal Trans right-of-ways or within the Pismo State Park. The creek leaves the City limits at the State Park and enters Grover City. The Grover City Local Coastal Plan contains a description of the creek in this area. Generally the creek habitat is similar to that described for the portions of the creek within Pismo Marsh.

b. Pismo Creek

DESCRIPTION

Pismo Creek is 5.5 miles in length and lies within both the City of Pismo Beach and the County of San Luis Obispo. East Corral de Piedra

and West Corral de Piedra are the head waters of the creek, which originates near the Community of Edna in the San Luis Valley and flows in a southerly direction. It enters the City limits via Price Canyon, bisects the City and empties into the ocean south of the downtown area of the City. The creek is mostly under private ownership with a small portion in City ownership.

The upper reaches of the creek located in San Luis Valley, are mostly exposed to sunlight. The channel is approximately 5 feet deep and 10 to 12 feet wide. The bottom is generally gravel and sand-silt with some boulders in the slow moving portions of the stream (site one test area). Through Price Canyon, the stream bed is well shaded by sycamores, oaks, willows, nettles and poison hemlock. Near the Signal Oil Fields the gravel is black, possibly caused from oil seepage or oil being drained into the creek (reported in 1972).

The course of Pismo Creek within the city limits has been altered as part of railroad and freeway construction. Throughout the years the creek channel also has been altered by storm flows and drainage control. The creek, when originally surveyed in 1884 and 1886, drained into the Pismo Marsh area and then left the marsh and drained southwards along the coastline where it joined Arroyo Grande Creek and emptied into the ocean. The 1884 and 1886 survey map is contained in the Appendix.

Some vegetation, primarily willows, has been cut back along the creek from the area of the City's sewage treatment plant to the U.S. Highway 101 overcrossing. This section has been graded from the south bank, west of U.S. Highway 101 crossing, to the mouth of the creek. This section has not exposed gravel due to mud and silt that has been deposited from upstream.

South of the U.S. 101 crossing to the mouth of the stream, the channel has been altered by flood damage in 1969, 1973 and 1978. The southern bank has been improved with a high levee to prevent flooding of a recreational vehicle park. No restoration of the north bank has occurred.

Price Canyon, where the creek enters the City, has very steep hillsides of chaparral and oakwoodland forest and slopes down to a lush growth of vegetation growing along the edges of Pismo Creek.

The Southern Pacific Railroad track enters Price Canyon from San Luis Valley and crosses Pismo Creek three times on its way to the Pacific Ocean. At each crossing, the banks of Pismo Creek have been cleared of vegetation and stabilized with boulders and rubble to support a bridge. The Southern Pacific Railroad track first crosses Pismo Creek 92 meters southwest of the junction of East Corral de Piedra and West Corral de Piedra Creeks. A large cement bridge has been constructed over the creek to support the crossing of the train. At the southern downstream base of the bridge, a four-step fish ladder has been constructed. Pismo

Creek flows under the bridge, down the fish ladder, and into a pool (approximately 2.2 meters deep) before it continues its flow toward Pismo Beach.

As Pismo Creek leaves Price Canyon it is crossed by U.S. Highway 101, and then travels to the Cypress Street Bridge and to the Pacific Ocean. Neither the railroad crossings in the City nor the U.S. Highway 101 over-crossings interfere with stream flow.

At high tide, salt water flows into Pismo Creek for nearly 0.8 kilometers upstream. During low tide, a sand bar separates the mouth of Pismo Creek from the ocean and the water within the estuary at the mouth of the creek remains in a brackish condition. Periodically the sand bar is opened to allow flow into the creek.

Habitat Value: Several fish surveys have been taken along the entire length of Pismo Beach in 1975. The surveys are described in the Appendix. To summarize these surveys, the majority of the creek contains fish species found in both marine and fresh water habitats. Ten fish species were sighted in the creek and included rainbow trout, speckled dace, prickly scuplin, threespined stickleback and brown bullhead. The tidewater goby, starry flounder, jacksmelt, and white surfperch (essentially all marine fishes) were found to inhabit the estuary at the mouth of Pismo Creek. The tidewater goby and starry flounder have been observed in fresh water, but they prefer the shallow waters of the Pacific Coast. The jacksmelt and white surfperch inhabit the coastal waters, typically in depths up to 45 meters. Large mouth bass and rippled scuplin were observed in the creek in 1974. The steelhead trout is an endangered species which has been observed in the past in Pismo Creek. The gravel creek bottom characteristics are ideal as steelhead nurserygrounds. With the City limits further investigation of the estuary should be conducted to determine if steelhead are still using the creek.

No wildlife other than waterfowl has been observed in the area of the Creek, probably due to the population concentration along the banks. East of U.S. Highway 101, however, wildlife is comprised of deer, raccoons, opossums, rodents, reptiles and amphibians. The Creek estuary is used by migrating waterfowl and resident seabirds, although a species list has not been compiled.

Vegetation present along the creek banks include the following:

Horsetail (*Equisetum* spp.), Bermuda Grass (*Cynodon dactylon*), Poison Hemlock (*Conium maculatum*), Water Cress (*Nasturtium officinale*), Duckweek (*Lemna* sp.), Poison Oak (*Rhus diversiloba*), Ice Plant (*Mesembryanthemum* sp.), Dock (*Rumex* spp.), Willow (*Salix* spp.), Smartweed (*Polygonum* spp.), California Bulrush (*Scirpus californicus*), Nightshade (*Solanum nigrum*), (*Salicornia*), and Cat-Tail (*Typha* sp.). According to the State Department of Fish and Game, "Pismo Creek does not appear to be of any major importance from a fishery standpoint".

Lack of pools and low flows add to this state (stream survey Pismo Creek September 1972). However, riparian habitat and estuary conditions present make the creek valuable in terms of wildlife habitat. No rare or endangered species have been observed or documented with the exception of steelhead trout.

Since much of the creek is under private ownership, it is subject to intense development pressure. The creek channel has altered its course since the area was first subdivided. Consequently, what was once solid ground has been eroded by the original creek course during storms and floods. Property owners have found that part of their property now lies underwater. Because of its location adjacent to both the creek and near the ocean, its value has increased tremendously and it is very attractive for development.

Existing development along Pismo Creek banks is subject to flooding during severe storms and owners have sought to protect their property from inundation. The result has been berming and flood control improvements and some channelization along the creek banks by both private property owners and the City. Impact to the creek as a result have been loss of habitat, pollution and siltation.

c. Coastal Foothills

DESCRIPTION

The City has two major coastal foothill areas, both of which are proposed for development. Oak Park Heights planning area is located primarily outside the Coastal Zone but drains into the sensitive Pismo Marsh Habitat. The north coastal foothills encompass City and County property and lie entirely within the Coastal Zone. The City has a hillside ordinance which prohibits grading on 30 percent or greater slopes, except on existing subdivided lots.

Four major wildlife habitats occur in the Coastal area and are ranked according to total area covered, as follows:

1. Heavily grazed open lands;
2. Oak woodlands;
3. Riparian (stream side);
4. Chaparral (coastal scrub).

No rare or endangered species were identified in the foothills areas in those areas surveyed within the City Limits.

Oak Park Heights Area: The undeveloped portion of the area consists of open lands with little natural cover for wildlife. At present, the impact of heavy grazing pressure is evident. Several areas show marked erosion. The chaparral "islands" of native vegetation in the center of

the site are located in depressions with difficult access for cattle. These areas provide vital wildlife habitat for nest sites, cover and shelter. The riparian habitat of the southeastern portion is particularly sensitive. Not only is the area lacking in undergrowth but considerable physical damage in oak woodlands related to the impact of cattle grazing can be observed.

Several portions of the planning area are particularly sensitive to disturbance and are of major importance to wildlife. The most sensitive area appears to be the drainage basin in the eastern portion. These open lands, oak woodlands and riparian areas form a habitat complex highly favorable to wildlife. This area affords high habitat diversity, protective cover, tempered weather conditions and suitable nursery places. In addition, inappropriate development of this area may have an adverse impact upon downstream habitats such as Pismo Marsh. The area forms a natural unit and should be maintained as a low impact open area.

Freeway Foothills: The open field community predominates in the western portion of the planning area roughly below the 175-200 foot elevation. Small Grassland areas contain introduced annual species which play a critical role in controlling soil erosion. Scattered shrubs which occur in dense patches throughout the flatter field include California sage brush, coyote brush and hazardia. Open land species of wildlife include meadow larks, ground squirrels, turkey vultures and gophers (Bowker, 1978). Relatively dense, small patches of chaparral are scattered over the grassland areas and also occur near the top of some slopes. Chaparral vegetation is evergreen and includes shrubs similar to those found in coastal scrub communities. Wildlife associated with chaparral vegetation is also similar to that which occurs in coastal scrub communities.

Coastal Scrub (Coastal Sage Scrub) is found on the steep slopes and canyons in the eastern portion of the planning area, above the 175-200 foot elevation. Coastal Sage brush predominates here but other species associated with sage brush, such as hazardia, sticky monkey flower, coyote brush and honeysuckle also occur. Herbaceous species associated with coastal scrub communities include poison hemlock, wolf mustard, hedge-nettle and others. The steeper slopes and canyons provide excellent habitats for a variety of wildlife species.

Coast live oak occur in steeper canyon areas which retain moisture and have provided protection from grazing activities. Most of the oak woodland in the area occurs to the east on higher, steeper slopes. Wildlife associated with coast live oak woodland include a variety of rodents and other animals such as the owl, hawk, raccoon, fox, weasel, opossum and deer.

Construction activities and increased human activity in the Coastal Foothill areas will result in the displacement or disturbance of vegetation and associated wildlife, particularly in more buildable, level portions of the properties which are predominanrly in disturbed grassland. Displacement of grassland vegetation during construction would increase the land's susceptibility to erosion. Removal of the open grassland habitat and its replacement with ornamental vegetation could be indirectly associated with a change in wildlife populations from open field species to those found in residential areas such as finches, sparrows and house mice. Predatory birds and mammals that feed on insects and smaller mammals (e.g. hawks, owls, weasels, falcons, foxes) would also be displaced as the numbers of their prey were diminished through loss of habitat.

Development on slopes and canyons roughly above the 200 foot elevation would introduce human activity into a presently undisturbed area and would have a significant adverse impact in areas which provide excellent wildlife habitat at this time.

d. Shoreline Area

DESCRIPTION

The shoreline is generally regarded as Pismo Beach's most vulnerable complex of natural resources. The shoreline is the habitat of the Pismo Clam, a highly regarded natural resource for recreational and commercial purposes. The shoreline resources are vulnerable due to the intensity and types of uses to which they are subjected. The shoreline is divided into four (4) zones:

1. Southern Beach--Dune Community
2. Northern Rocky Beach Communities and Drainage Swales
3. Intertidal Zone
4. Subtidal Zone

In 1977, the Department of Navigation and Ocean Development (DNOD) conducted a shoreline condition survey primarily to provide communities with an assessment of critical shoreline erosion areas (see Coastal Hazards Section). In this study, the DNOD indicated graphically the types of shoreline communities that occur along the coast. The Pismo Beach shoreline communities indicated by DNOD are given on Figure EN-13.

Southern Beach--Dune Community: The Sand dunes and beach from the southern City limits and approximately three (3) miles north are predominantly under the ownership of the State Department of Parks and Recreation. At present the beach and dunes are used for both passive and active recreational and educational purposes.

Habitat Value of Dune Area: The Natural Resources of the Nipomo Dunes and wetlands, June 1973, prepared by the California Department of Fish and Game and U.S. Fish and Wildlife Service is the most recent document prepared regarding the biologic characteristics of the sand dunes and beach habitat. According to this document the dunes in this area fall within the coastal strand community which is comprised mainly of beach and primary dunes. Plants characteristic of the coastal strand community are usually low growing or prostrate and often succulent. They must be adapted to constantly shifting sand conditions created by the winds, and have the ability to bind sand into small stabilized hillocks, usually only a few feet high. The plant species found are yellow sand verbena, purple sand verbena dune dandelion, ice plant (introduced) sea rocket, beach morning glory, beach bur and beach grass (introduced). The fauna of this Community is adopted mammals such as Heerman's Kangaroo rat, a close relative of the rare Morro Bay Kangaroo rat. Several rare and endangered plant species exist in portions of the Nipomo Dunes complex (primarily located south of Pismo Beach) but these have to date not been identified within the dunes in the City limits.

The next stage in dune stabilization is represented by the coastal sage scrub community. The coastal sage scrub habitat is found in the area of the North Beach State Campground between the campground and the coastal strand community. Plants in the coastal sage scrub community are usually low growing and scrubby. Native vegetation of this type include California sage brush coyote brush, brush lupine and sand verbena (California Department of Parks and Recreation, 1975).

This vegetation serves a variety of purposes. It stabilizes otherwise active dunes and reduces erosion. In addition, it provides habitat for a number of vireos, flycatchers, finches, sparrows and juncos. None of the bird species which frequent the dunes within the City are listed as rare or endangered, although the least tern, an endangered species, has been identified in the dunes farther south. Small mammals including the Audubon cottontail rabbit and Herman's kangaroo rat are also seen in the coastal sage scrub community along with numerous species of smaller reptiles and insects.

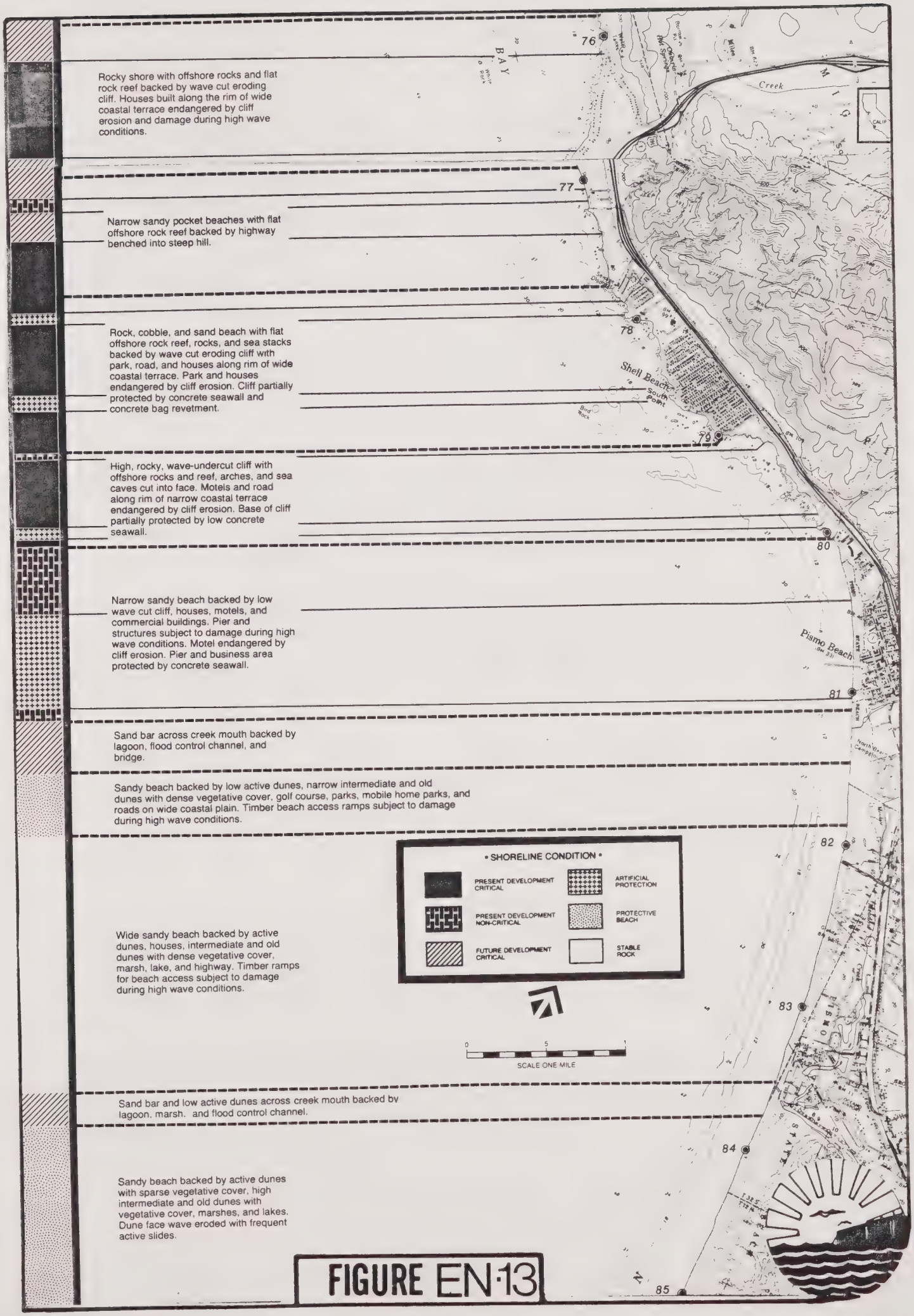

Rocky shore with offshore rocks and flat rock reef backed by wave cut eroding cliff. Houses built along the rim of wide coastal terrace endangered by cliff erosion and damage during high wave conditions.
Narrow sandy pocket beaches with flat offshore rock reef backed by highway benched into steep hill.
Rock, cobble, and sand beach with flat offshore rock reef, rocks, and sea stacks backed by wave cut eroding cliff with park, road, and houses along rim of wide coastal terrace. Park and houses endangered by cliff erosion. Cliff partially protected by concrete seawall and concrete bag revetment.
High, rocky, wave-undercut cliff with offshore rocks and reef, arches, and sea caves cut into face. Motels and road along rim of narrow coastal terrace endangered by cliff erosion. Base of cliff partially protected by low concrete seawall.
Narrow sandy beach backed by low wave cut cliff, houses, motels, and commercial buildings. Pier and structures subject to damage during high wave conditions. Motel endangered by cliff erosion. Pier and business area protected by concrete seawall.
Sand bar across creek mouth backed by lagoon, flood control channel, and bridge.
Sandy beach backed by low active dunes, narrow intermediate and old dunes with dense vegetative cover, golf course, parks, mobile home parks, and roads on wide coastal plain. Timber beach access ramps subject to damage during high wave conditions.
Wide sandy beach backed by active dunes, houses, intermediate and old dunes with dense vegetative cover, marsh, lake, and highway. Timber ramps for beach access subject to damage during high wave conditions.
Sand bar and low active dunes across creek mouth backed by lagoon, marsh, and flood control channel.
Sandy beach backed by active dunes with sparse vegetative cover, high intermediate and old dunes with vegetative cover, marshes, and lakes. Dune face wave eroded with frequent active slides.
• SHORELINE CONDITION •
PRESENT DEVELOPMENT CRITICAL
ARTIFICIAL PROTECTION
PRESENT DEVELOPMENT NON-CRITICAL
PROTECTIVE BEACH
FUTURE DEVELOPMENT CRITICAL
STABLE ROCK
0
5
1
SCALE ONE MILE
76
77
78
79
80
81
82
83
84
85
Shell Beach
Pismo Beach
Creek

FIGURE EN-13

Plants of the Dune Scrub Community, although somewhat different from those of the coastal sage scrub, appear also on stabilized dunes. While found along the California coast from Sonoma County of Los Angeles County, this community is extensive only at Point Reyes in Marin County and in the Santa Maria River complex which extends from Morro Bay in San Luis Obispo County to Vandenberg Air Force Base in Santa Barbara County. The dune scrub community is dominated by mock heather and dune lupine and provides habitat for wildlife similar to that of the coastal sage scrub community.

Grassland communities are found in several of the hollows and low ares of the dunes near the North Beach Campground boundaries. Vegetation of this type requires the extra moisture and shelter from wind provided by these depressions. Plants found in the grassland community include filaree, plantain, toad flax and bromgrass.

Vegetation in the sandy beach areas seaward of the coastal strand and northward is rare and consists of only a few scattered plants (primarily sea rocket and Pismo Clams, which are member of the mustard family Marine invertebrates) are found in the intertidal areas of the beach. The sand areas are habitat primarily for insects and shorebirds.

Northern Rocky Beach Areas and Drainage Swales: The rocky beach areas, cliffs and rocky points extend from north of the pier to the northern City limits. The cliffs north of the pier are fronted by sandy beach and are eroding from wave activity during storms, drainage from the cliff tops and other related man-made activities. These cliff areas have little habitat value.

A major drainage swale located at the Kon Tiki Inn provides abundant terrestrial vegetation and habitat and consists of native and introduced plant species. At this point the sandy beach narrows and is backed by low wave cut cliffs. The narrow sandy beach soon disappears and the Dinosaur Caves area begins, characterized by steep, wave-undercut cliffs with offshore rocks and reef, arches and sea caves cut into the face of the cliffs.

In the Shell Beach area small sand, rock and cobble beaches occur at the base of the cliffs. Offshore are rocks, islets, reefs and sea stacks. This area contains abundant marine life and is an important habitat area. These coastline characteristics occur up to the south palisades area, where these narrow intermittent sandy pocket beaches with flat offshore rock reefs occur.

Habitat Value of Northern Rocky Beach Area: The northern shoreline consists of the cliffs which have limited habitat value, the drainage swales which have some limited habitat value and the rocky reefs, islets and rocky coast which have important habitat value.

The two major drainage swales have both native and introduced vegetative species consisting of coast live Oak, California was Myrtle, California sagebrush, Mugwort, pink paintbrush, field Mustard, Lupine, Poison Oak, Morning Glory, Marsh Potentilla, Chamise, Thistle Sedge and Vetch in the northern swale, and similar species plus pampas grass, eucalyptus, australian grass and ice plant in the southern drainage swale. Wildlife species normally frequenting these vegetative areas include California slender salamander, Western toad, Western Skunk, Foothill Alligator Lizard, Common Garter Snake, Opossum, Ground Squirrel, little brown bat, rabbits, gophers, mice, rats, chipmunks, skunks, ocean birds and a variety of local common birds (see species list in appendix). No fish habitat exists in either of the two major swales and no rare or endangered plant or animal species have been observed in the swales.

Significant shoreline habitats exist along the Dinosaur Caves--Shell Beach cliff areas and northward. The Dinosaur Caves area at the point and surrounding the islet contain roosting areas for the endangered brown pelican, seal hauling-out areas and significant habitat and marine organisms, and resident and migrating shorebirds feeding areas. Little data exists regarding the habitat characteristics in the northern shoreline reefs, but it is evident from the sightings of the mammals and endangered bird species that the area contains significant wildlife habitat.

Potential conflicts may exist between recreational use of some of the rocky beach areas. Habitat preservation areas of primary importance are the rocky islets and reefs in the Dinosaur Caves area and some of the coastline along Shell Beach and the coastline in the Sunset Palisades area north of Florin Circle. Habitat preservation should be of major consideration in these areas, and access should be limited to the rocky and sandy beach areas.

Seal hauling-out areas and pelican roosting areas are particularly sensitive habitats as seals will not haul-out on beaches that are used heavily by the public. Currently, the most used seal hauling out areas are separated from the rocky and sandy beaches by wave action and kelp beds, and so are protected from public interference during most of the year.

The rocky points and reefs along the Sunset Palisades area are valuable habitat for shorebirds, invertebrates and vertebrates in the intertidal and subtidal areas. The rocky coves provide access to reef tide pools which at present are visited primarily by the residents in the Sunset Palisades areas, and as a result are somewhat protected from over use. Should these areas become more accessible to visitor use, it could endanger the habitat.

Intertidal Zone: The intertidal zone lies between the mean higher high-water and mean lower low-water lines. Within the boundaries of Pismo Beach, this intertidal zone is owned by the California Department

of Parks and Recreation. This department has also proposed to acquire jurisdiction over the portion of the subtidal zone which is presently owned by the State Lands Commission. The California Department of Fish and Game has jurisdiction over all matters concerning the area's wildlife populations, most notably the populations of the Pismo clam, which are a significant recreational resource here.

The intertidal zone in the southern half of the City is perhaps the most valuable recreational resource area. During low tides, it is used intensively by clammers. At high tides it is popular for surf fishing. During all but the higher tides, the lower intertidal was used for beach touring in vehicles of all types. However, as the ramp is closed, this use is discontinued. At all times, the intertidal area is a popular spot for bird-watching, pleasure walking, and jogging.

There are no vertebrates or clam preserves in the City limits. A clam preserve has been established in the intertidal zone north of Grand Avenue to the Grover City northern boundary. During the period of time in which this area has preserve status, no clams may be taken from this part of the beach. The preserve, however, will be shifted from area to area over a period of years to allow clam populations in different portions of the intertidal to re-generate, so it may be moved northward to re-establish the clam populations within the City limits. The clam population is greater south of Ocean View Avenue than in the area of the pier. The reason is not known but it could be because of the limited clamming in the part of the beach which had vehicular access or because the sand is harder packed in this area than by the pier.

Habitat Value of Intertidal Zone: The beach's intertidal zone is covered and uncovered by water twice each day. As in the subtidal zone, the intertidal region of Pismo State Beach is characterized by a sandy, rockless substate. Fine sand and constant heavy tidal action have combined to produce an unusually hard beach. Because of its hardness and physical uniformity, the beach possesses very little habitat diversity. (Thos. Reid & Assoc., 1977). The rocky intertidal areas are north of the Pismo State Beach and usually lie in the area of the base of the cliffs which is covered and uncovered twice a day by water. It is characterized by sandy, rocky and pebbly beach.

Those species which inhabit the wave action intertidal zones must adapt to a harsh environment, particularly since there are few caves protected from direct wave action. In the continuous scouring and transport of sand by tidal action, the absence of protective rocks and seasonal changes in beach morphology have allowed only a sparse and variable biotic community. Invertebrates of the sandy intertidal zone have evolved such adaptive features as thick shells, sand-filtering papillae and burrowing mechanisms rather than the strong attachment devices of rocky intertidal species (California Department of Parks and Recreation, 1975).

Two types of biotic communities are found in the sandy intertidal zone. These are the microscopic community of burrowing organisms and the microscopic community of interstitial flora and fauna. The former community includes various species of crustaceans, molluscs and polychaetes. The dominant intervertebrate is the sand crab, although this region's most familiar biotic resource is its population of Pismo Clams (Tivola stultorum). The less common bean clam and razor clam, found here at the southern extremity of their ranges, have also been identified in the intertidal zone. (Thos. Reid & Assoc., 1977).

Subtidal Zone: The subtidal or "photic" zone lies between the mean-lower low tide line and the point at which the ocean reaches a depth of 100 feet. At present the subtidal land between the mean high tide line and the three mile limit which marks the boundary of federal waters is under the jurisdiction of the State Lands Commission. Federal jurisdiction extends outward from the three mile limit to national boundaries.

The subtidal zone within the area of Pismo State Beach is characterized by a sand or sand and mud bottom. No reefs or rocky areas have been found here. In deep areas (seventy to ninety feet) sediment was found in a recent benthic study, to be extremely fine and silty. The substrate throughout the Pismo State Beach area is relatively level. The distance offshore to the fifty fathom contour is over ten miles (CDM, 1971).

Interstitial flora and fauna live between sand grains in the surface layers of the intertidal zone. Members of this community which is critical to the marine food chain, includes varieties of micro-flagellates, chrysophytes, amphipods, isopods, kinorhyncha and nemotodes. (Ecomar, 1975). In the rocky intertidal areas, the dominant species are acorn barnacles, limpets, muscles, turban snails, porcelain crabs and small red, brown and green algae.

A variety of avian species feed in the intertidal zone. Many of these birds are dependent, at least during some parts of their cycle, upon habitat and food provided in the nearby coastal dunes and wetlands. Shorebirds observed in the intertidal zone, many of which are migratory, include the least sandpiper, long-billed curlew, willit sanderling, and the western sandpiper. Several species of loons, grebes, and gulls have also been observed feeding in the intertidal zone or near-shore waters. Peregrine Falcons also reside in the Coastal cliff area.

The sea otter is an inhabitant of this area. The once endangered animal has recovered its depleted numbers under federal protection to the extent that it now represents a serious threat to the clam populations upon which it preys. From northern California, where the last sea otters first gained protection, this voracious clam predator has now migrated to beaches south of Morro Bay, leaving clam populations so reduced that it is unlikely they will ever again represent a significant recreational resource in areas they have inhabited.

A major conflict, the preservation of the clam vs. the preservation of the sea otter who feeds on the clam, is a problem which cannot be solved by this plan. Best management practices on the part of the State Fish and Game and U.S. Fish and Wildlife Service, which have jurisdiction over the clam and sea otter respectively, should be implemented in order to minimize the loss of Pismo Beach's most valuable resource, the clam, while insuring that the sea otters retains a food source. If the sea otter is allowed to freely feed along the coast of Pismo Beach, then Pismo Beach will loose one of its major recreational attractions, clamming.

A second potential conflict exists between utilization of the intertidal and rocky beaches for recreational uses and preservation of the natural resources. Currently, it appears that the resources are not in jeopardy because the more sensitive intertidal areas are located where public access is limited (Sunset Palisades area and Shell Beach area).

In the northern half of the City, the subtidal area is rocky near shore. No major reef areas are noted in any of the studies conducted along this portion of coast. However, as no studies specifically have been done in the northern City limits, there may be reefs. Of importance in the northern portion of the City are the presence of kelp beds which have prime habitat value. The location of the kelp beds were defined by Earthmetrics in the Final EIR for Wastewater Treatment Plant Improvements and Effluent Disposal Project and are shown on Figure NR-1. Further information regarding the kelp beds is contained in the Appendix.

Habitat Value of Subtidal Zone: Investigations of the sandy sublittoral have been carried out by direct benthic sampling by divers. Common benthic species associated with the more stable water conditions of the subtidal region include hermit crabs (Holopaguris pilosis) and the molluscs, *Nassarius fossatus* and *Olivella* sp. Pismo clams were still common in the shallow subtidal (less than 20 feet). The sand dollar, *Dendraster excentricus*, is found in abundance in large patches throughout the sublittoral zone. The bottom is also sparsely scattered with crabs (*Cancer gracilis* and *C. Magister*) and sea stars (*Piasaster brevispinus* and *Astropectin armatus*).

Pelagic organisms associated with the study area can be separated into two groups, the planktonic (passive drifters) and the nectonic (free swimmers). Plankton tows revealed the presence of chrysophyta copepods, amphipods, coelenterata and a variety of larval stages.

Nectonic organisms most commonly occuring within the study area include the sand dab (*Citharichtys* sp., *Cymatogaster* sp.). Further offshore, sole (*Psettichtys parophys*), smelt (*Allosmerus ellongatus*), queen fish (*Seriphys politus*), white croaker (*Genyonemus lineatus*), and staghorn sculpin (*Leptocottus armatus*) were collected. Two shrimp, *Crago nigricauda* and *C. Nigromaculata* were taken in trawls (Ecomar, 1975).

In the deep tidal sand and mud bottom areas, (70 to 90 feet) the sediment was generally very fine and silty. The suspension formed over the bottom as a result of the wave surge action on this layer sometimes greatly restricted visibility. No areas of dark black sediment were encountered during the survey. The majority of the species in these areas were the worms, primarily a sabellid (probably Eudistylia sp). Tube dwelling worms common at these depths were Diopatra and Nothria. Other species evident at these depths were the crabs Heterocrypta and Cancer, certain Ophiuroids and the starfish Pycnopodia (Ecomar, 1975.)

The middle depths corresponding to 50 to 70 feet, exhibited many of the same species encountered in deeper water. Notable additions characterizing the biotic community were the sea pen stylatula, and the gastropod molluscs, Nassarius and Polynices. The polychaete worms were present in approximately the same densities as encountered in the deeper areas. Commonly found at the 45 foot and shallower depths was the Bothid flatfish, Citharichtys stigmaeus (Ecomar, 1975).

The shallow areas (30 to 50 feet) characteristically exhibited very few epibenthic animals. These areas have fewer attached forms and are primarily inhabited by more mobile forms. Predominant elements were principally echinoderms, Pisaster brevispinus, sand dollars, Dendraster excentricus, molluscs, Nissarius and Olivela and flat fishes, Citharichtys.

Large numbers of bait feeding birds were encountered during field investigations. The most numerous were the sooty shearwaters, Puffinus griseus. Other commonly observed sea birds were the gulls, Larus, the pelicans, Pelicanus, and themurre, Uria. Species concentrations were related to available bait. A list of birds common to Western San Luis Obispo County can be found in the Appendix.

Among the Cetaceans identified offshore are the endangered gray whale, the humpback whale, sperm whale, Pacific white whale, fine whale, North Pacific pilot whale, Dall porpoise and Pacific whitesided dophins.

There is some potential for future conflict with the resource values of the subtidal zone if the Federal government leases offshore land on the outer continental shelf (O.C.S.) for exploratory or permanent drilling operations. As mentioned elsewhere, large, almost virgin populations of Pismo clams have been found beyond the breaker line at depths as great as twenty feet. Tidal and current action in the vicinity of Pismo Beach would rapidly carry spilled crude oil shoreward, thus jeopardizing both recruitment clam stocks and inhabitants of the lower intertidal levels. Accidental tanker spills from an offshore tanker terminal sited in this area would also have adverse impacts upon these clam populations. An additional potential adverse impact of oil spills from offshore activity would be the degradation, at least temporarily, of the recreational value of the higher subtidal zones.

e. Butterfly Habitat

DESCRIPTION

At Meadow Creek on the southern border of the City is a circular grove of eucalyptus which is a habitat for the Monarch Butterfly (Danavs plexippus). During the winter months, the butterflies come to this area to find a warmer climate from the cold winters of northern regions. The butterfly habitat here in Pismo Beach is established as a communal roosting ground and each year massive numbers of butterflies come to make their winter homes. These winter clusters habitats are very important because they represent the most sensitive part of the Monarchs' life cycle. For this reason it is important that these trees remain so that the Butterflies' migration habits are not disrupted. This specialized habitat is of important scientific, educational and general public interest.

4. DESIGNATED SIGNIFICANT NATURAL RESOURCE AREAS

Based on the previous Natural Resources discussions, areas have been designated in the City for natural resource protection. These areas are indicated on Figure EN-11, and are summarized as follows:

a. Pismo Marsh: Important wildlife habitat area. The area should be managed and drainage controls established to protect the wildlife habitat.

b. Pismo Creek: The freshwater lagoon and creek channel are wildlife and fish habitats.

c. Shoreline Areas: These are vital for wildlife habitat, recreational use, scenic value, and vital to the City's overall economy. The shoreline areas should be managed and major resources protected.

d. Coastal Foothill Areas: Coastal Foothill areas provide a significant visual backdrop to the City. The Coastal Foothills, partially within the Freeway Foothills Planning Area and within County jurisdiction, contain grassland, oak woodland and coastal shrub. Its most important contribution is the natural grassland and visual backdrop for the City. This area, above the 200 ft. contour, should be left in open space.

e. Butterfly Habitat: The two major eucalyptus groves in the City are important habitats for the Monarch Butterfly. The major grove within the State park North Beach Campground should be preserved and maintained. The eucalyptus grove on private property should be maintained in near natural condition as feasible while still allowing reasonable use of the property.

5. NATURAL RESOURCES GOALS, POLICIES AND PROGRAMS

a. Goals, Policies and Programs Relating to Natural Resource Preservation, Open Space and Conservation

GOAL NR-1: To protect and conserve natural resources to the greatest extent possible.

POLICY NR-1: Designated areas for open space will be provided within the City limits to serve as protection of scenic resources, habitat for wildlife, ground water retention, erosion control and for passive and active recreational uses.

Program NR-1: Specific guidelines to protect natural resources will be established for significant resource areas within the City.

POLICY NR-2: New developments shall be sensitive to the Designated Significant Natural Resources Areas located within the City. Development will not be allowed if potential impacts to a designated significant resource cannot be adequately mitigated.

Program NR-2: Removal of designated significant native flora or destruction or displacement of designated significant native fauna should be prohibited except by special permission from the City.

Program NR-3: Adequate vegetal cover should be maintained throughout the study area for protection against erosion; native vegetation in both urban and non-urban areas should be retained whenever possible.

Program NR-4: The City should coordinate with County and State agencies to encourage birth control programs for pets, particularly cats and dogs.

POLICY NR-3: Areas rich in wildlife of a fragile ecological nature shall receive high priority for protection.

Program NR-5: Significant wildlife habitat areas should be delineated in the Open Space and Land Use Plan as significant natural resource areas subject to protection.

Program NR-6: Careful review and minimization of adverse impacts shall be applied to development and other activities surrounding significant ecosystems. This review shall include consultation with the Department of Fish and Game and/or other appropriate qualified experts as necessary.

Program NR-7: Development approval processes shall take into consideration the impact of development proposals on wildlife and their life-cycle needs.

POLICY NR-4: Within the coastal zone of Pismo Beach, all wetlands and riparian habitat areas shall be designated environmentally sensitive habitats. All areas designated environmentally sensitive habitats shall be protected from adverse impacts to the maximum extent feasible.

Program NR-8: Any development adjacent to an environmentally sensitive habitat area shall be required to submit information regarding impacts on habitat areas. This information shall be prepared by a qualified biologist and shall include appropriate mitigation measures.

Program NR-9: No land divisions within environmentally sensitive habitat areas shall be permitted, nor shall any parcel be created from an existing parcel whose only buildable area would be located in an environmentally sensitive habitat area or adjacent buffer area.

Program NR-10: Development within streams shall be limited to necessary water supply projects; flood control projects necessary to protect existing development and where no other feasible method of flood protection is possible, or where the primary purpose of the project is the improvement of fish and wildlife habitat. Additionally, all permitted development which substantially alters a water course shall incorporate the best mitigation measure feasible to minimize the adverse environmental impacts of such development.

b. Goals, Policies and Programs Specific to Pismo Marsh and Meadow Creek

GOAL NR-2: To preserve Pismo Marsh in its natural state.

POLICY NR-5: Based on the above analysis, the Pismo Marsh (Pismo Lake Ecological Preserve) is considered an important natural resource in Pismo Beach which shall be preserved to the extent that man's impact will not significantly alter their inherent integrity.

Program NR-11: For all developments which could potentially affect the Pismo Lake Ecological Reserve, the City shall actively solicit the views of the California Department of Fish and Game and consider any recommendations which the Department may make with respect to mitigating the adverse impacts of such developments.

Program NR-12: Within the area designated on EN-11, no additional (structural) development including diking, dredging, or filling below the 15 m. (45 ft.) contour line north of Meadow Creek shall be permitted, unless approved by the Department of Fish and Game. No structures other than those required for flood control purposes or public health and safety shall be constructed in this area.

Program NR-13: New development above the 15 m. (45 ft.) contour line north of Meadow Creek shall be limited to that which is compatible with marsh preservation and which will not result in adverse impacts due to additional sediment, run-off, and other disturbances.

POLICY NR-6: A buffer zone for the protection of environmentally sensitive habitats within the City's Coastal Zone shall be established for Pismo Marsh/Meadow Creek.

Program NR-14: All buffers shall be measured from the landward most edge of the riparian vegetation or where there is no riparian vegetation, from the top of the creek bank. The minimum buffers shall be as follows:

Meadow Creek: 100 feet along the north bank, and along the south bank, extending to the southern City limits.

Program NR-15: Lesser buffers may be permitted if the minimum creek buffer standards set forth above cannot be achieved because the small size or irregular shape of the existing parcels proposed to be developed would render such parcels inaccessible or unusable for the purposes for which they are designated in the City's certified Local Coastal Plan. Reductions in the proposed minimum creek buffer standards shall be based upon the criteria for establishing buffer areas contained in "Statewide Interpretive Guidelines for Wetland and Other Wet Environmentally Sensitive Habitat Areas" adopted by the State Coastal Commission on February 4, 1981. These criteria include:

1. Susceptibility of the parcel to erosion;
2. Use of natural topographic features to locate development;
3. Use of existing cultural features to locate buffer zones;
4. Lot configuration and location of existing development; and
5. Type and scale of development proposed.

Any reduction in the minimum buffer width shall include alternative mitigations (such as planting of appropriate vegetation or design modifications) to alleviate potential impacts stemming from the reduced buffer width (such as increased noise, light or sedimentation) to protect adjacent riparian vegetation and creek channels.

Development allowed in the buffer areas shall be limited to access paths, fences necessary to protect habitat areas, and similar uses which have either beneficial effects on wildlife or no significant adverse effects. No principal structures (whether attached or detached) shall be permitted.

Program NR-16: The City shall encourage all development to utilize permeable ground materials to the greatest extent possible. Permeable surfaces may consist of paving blocks, porous cement, brick or any other similar material which will permit percolation into the ground.

Program NR-17: Run-off from any project which drains to the marsh within the Meadow Creek Watershed within the City limits must not exceed the volume rate of flow or particulate content of run-off from the land in its natural, and undisturbed state. Run-off to the site will be retained on-site to the greatest extent possible and better management practices will be used to reduce erosion.

POLICY NR-7: The City will encourage the State Department of Fish and Game to maintain and develop the potential of Pismo Marsh as an educational and recreational resource.

Program NR-18: The City will encourage limited use of Pismo Marsh for light recreation (bird watching, nature study, visual resource enjoyment, etc.) and scientific and educational uses provided that such use is deemed by the Department of Fish and Game as being compatible with resource preservation. The City will participate, to the extent possible, with Grover City and the Department of Fish and Game in establishing a visitor center and controlled visitor access within the Pismo Lake Ecological Reserve.

c. Goals, Policies and Programs Specific to Pismo Creek

GOAL NR-3: To protect and enhance the natural resources of Pismo Creek

POLICY NR-8: A buffer zone for the protection of environmentally sensitive habitats within the City's Coastal Zone shall be established for Pismo Creek.

Program NR-19: It is recommended that a state agency acquire the property adjacent to the creek mouth and those portions of the properties located within the creek channel.

Program NR-20: The State Department of Fish and Game should determine whether or not Pismo Creek is a steelhead trout habitat.

Program NR-21: New development adjacent to the creek should be required to dedicate a buffer strip or provide access amenities adjacent to the creek to the City for use as a greenbelt and/or recreation corridor. All buffers shall be measured from the landward most edge of the riparian vegetation or where there is no riparian vegetation, from the top of the creek bank. The minimum buffers shall be as follows:

Pismo Creek: 100 feet along the west bank from Cypress Street north; 50 feet along the east bank from Dolliver Street north to Highway 101, no development closer than the eastern embankment of the existing flood control levee; 25 feet along the east bank south of Cypress Street; 25 feet along the west bank south of Cypress.

Program NR-23: Lesser buffers may be permitted if the minimum creek buffer standards set forth above cannot be achieved because the small size or irregular shape of the existing parcels proposed to be developed would render such parcels inaccessible or unusable for the purposes for which they are designated in the City's certified Local Coastal Plan. Reductions in the proposed minimum creek buffer standards shall be based upon the criteria for establishing buffer areas contained in the "Statewide Interpretive Guidelines for Wetland and Other Wet Environmentally Sensitive Habitat Areas" adopted by the State Coastal Commission on February 4, 1981. These criteria include:

1. Susceptibility of the parcel to erosion;
2. Use of natural topographic features to locate development;
3. Use of existing cultural features to locate buffer zones;
4. Lot configuration and location of existing development; and
5. Type and scale of development proposed.

Any reduction in the minimum buffer width shall include alternative mitigations (such as planting of appropriate vegetation or design modifications) to alleviate potential impacts stemming from the reduced buffer width (such as increased noise, light or sedimentation) to protect adjacent riparian vegetation and creek channels.

Development allowed in the buffer areas shall be limited to access paths, fences necessary to protect habitat areas, and similar uses which have either beneficial effects on wildlife or no significant adverse effects. No principal structures (whether attached or detached) shall be permitted.

POLICY NR-9: No structures shall be located within the stream corridor except: dams; structures necessary for flood control purposes; bridges, when supports are located outside the critical habitat; and pipelines, when no alternative route is feasible.

POLICY NR-10: All development, including dredging, filling and grading, within stream corridors shall be limited to activities necessary for flood control purposes, bridge construction, water supply projects, or laying of pipelines, when no alternative route is feasible. When such activities require removal of riparian plant species, re-vegetation with local native plant shall be required. Minor clearing of vegetation shall be permitted for hiking and equestrian trails.

POLICY NR-11: All permitted construction and grading within stream corridors shall be carried out in such a manner as to minimize impacts from increased run-off, sedimentation, biochemical degradation, or thermal pollution.

POLICY NR-12: No concrete channelization or other major creek alteration shall be permitted.

d. Goals, Policies and Programs Specific to the Coastal Foothills

GOAL NR-4: To protect native flora and fauna as much as possible with particular emphasis on the preservation of oak trees.

POLICY NR-13: Development occurring in coastal foothill areas shall minimize removal of natural vegetative communities in order to minimize erosion hazards as well as minimize loss of wildlife habitat.

Program NR-23: Exposed cut slopes and fill areas shall be re-vegetated immediately. Native species which require little water and provide wildlife habitat shall be used for both re-vegetation and landscaping purposes.

POLICY NR-14: Run-off into the creek in the Oak Park Heights Planning Area leading to Pismo Marsh shall be stringently controlled in relation to minimizing adverse impacts on Pismo Marsh as per adopted policies contained elsewhere in this report.

POLICY NR-15: Areas designated to be held in permanent open space shall be maintained by the future owners. Transfer densities for permanent open space areas otherwise developable shall also be allowed.

POLICY NR-16: All land use activities in the coastal foothills shall be carried out in such a manner as to avoid damage to native oak trees. In particular grading and paving shall not adversely affect root zone aeration and stability of all healthy native oak trees.

e. Goals, Policies and Programs Specific to the Shoreline Area

GOAL NR-5: To preserve and protect the City's most important natural resource, the shoreline.

POLICY NR-17: New access to the rocky coastal areas north of Pismo Beach shall be limited to the sandy beach areas and shall be limited to passive recreational uses. Access to the shoreline area shall first be evaluated in terms of shoreline protection. Seal hauling grounds shall not be altered or disturbed by development, recreational, industrial or other uses.

POLICY NR-18: The clam beds in Pismo Beach shall be protected, and preserves established whenever needed. The State Department of Fish and Game shall establish the location of these clam preserves.

POLICY NR-19: In addition to the requirements of PRC 30235, shoreline structures, including groins, piers, breakwaters, channel damages, pipelines, outfalls or similar structures should be sited or routed to avoid significant rocky points and intertidal and subtidal areas.

POLICY NR-20: Offshore oil drilling or any other activity which creates the potential for oil spills that may endanger the Pismo clam populations or the recreational value of the beach should be prohibited within the City boundaries and discouraged in areas beyond its boundaries in adjacent ocean areas (Section 30230).

Program NR-24: The City should pursue grants to conduct a survey of the subtidal and intertidal value of the northern City coast line. If grant funds are not available, this effort should be recommended to Cal Poly as possible student project.

POLICY NR-21: Sandmining offshore but within the City's jurisdiction shall be prohibited.

f. Goals, Policies and Programs Specific to Butterfly Habitat

GOAL NR-1 and GOAL NR-2 and POLICY NR-3 apply to the preservation of the butterfly habitat. The following are programs specific to preservation of this valuable habitat. (POLICY NR-3: Areas rich in wildlife of a fragile ecological nature should receive high priority for protection.)

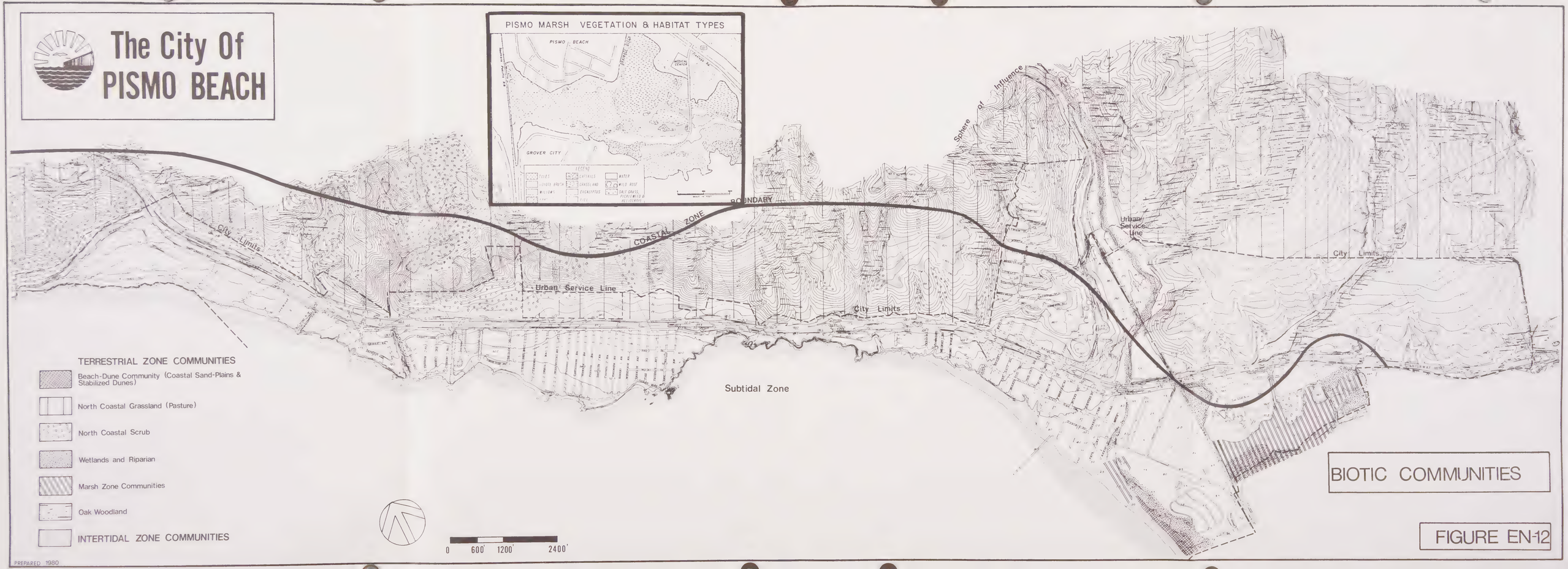
Program NR-25: Butterfly habitat at the State Park property shall not be altered or removed in any way except when they pose a serious threat to life and property. The State Department of Parks and Recreation will be encouraged to replace any tree removed from this area with another specimen of the same or other appropriate species.

Program NR-26: Any form of development adjacent to the critical area of the butterfly habitat at the State Park property shall have a minimum setback of 50 feet from the habitat area.

The City Of PISMO BEACH

DESIGNATED
SIGNIFICANT NATURAL RESOURCE AREAS

FIGURE EN-11


The City Of
PISMO BEACH
PISMO MARSH VEGETATION & HABITAT TYPES
PISMO BEACH
GROVER CITY
LEGEND
TREES
WHITE BRUSH
WILLOWS
CATTAILS
GRASSLAND
EUCALYPTUS
WATER
WILD ROSE
SALT GRASS, PICKLEWEED & HELIOTROPE
City Limits
COASTAL ZONE BOUNDARY
Urban Service Line
City Limits
Sphere of Influence
Urban Service Line
City Limits
Subtidal Zone
TERRESTRIAL ZONE COMMUNITIES
Beach-Dune Community (Coastal Sand-Plains & Stabilized Dunes)
North Coastal Grassland (Pasture)
North Coastal Scrub
Wetlands and Riparian
Marsh Zone Communities
Oak Woodland
INTERTIDAL ZONE COMMUNITIES
0 600' 1200' 2400'
PREPARED 1980
BIOTIC COMMUNITIES
FIGURE EN-12

6. OPEN SPACE AND CONSERVATION ELEMENT

a. Introduction

The previous sections of this chapter have provided background and goals, policies and programs relating to the conservation and/or preservation of physical and natural resources. These are the intents of the government requirements for Open Space and Conservation Elements to the general plan as per Government Code Sections 65302(d), 65302(e) and 65560 through 65567. These previous sections of the General Plan should be referenced in conjunction with the following discussions.

b. Conservation Considerations

Conservation involves the wise and rational use of natural resources to prevent haphazard exploitation, destruction or neglect. The importance of conservation planning should not be underestimated. The residents and tourists of Pismo Beach depend heavily on some form of natural resource, whether it be gas or electricity for cooking, food, water for varied uses, or the scenic and recreational qualities of the shoreline. Responsibility for conservation of natural resources lies not only with the City Council, Planning Commission and other governmental bodies but with every citizen and visitor. The quality of life in Pismo Beach depends on wide use of natural resources because their supply is limited and dwindling.

c. Open Space Considerations

In the past, Open Space was seen as a distance that had to be traversed; and area of potential development to some "higher and better" economic use. Recently, however, with the increasing pressures of modern urbanization, and a fuller understanding of the complexities of nature's balance and man's technological effect upon this balance, a re-evaluation of previous attitudes has been necessary. In this re-examination, Open Space is seen as more than just the sense of land that has yet to be used, but also as land where basic natural values can be retained.

Open Space has become one of man's most important non-renewable resources; a premium space that, once destroyed, can only be recovered by expending tremendous energy and cost. Too often, the areas which could have been developed into magnificient natural settings are chosen for the initial site of a community or are later seized to provide space needed for urban expansion. While not necessarily wrong in itself, the result is often a sea of suburbia that defies the original aesthetic reasons for a community's existence. Pismo Beach relies heavily on its scenic setting to maintain its economic life stream of vacationers and tourists, not to mention retirees and families who desire to live in Pismo Beach because of its amenities.

i. FUNCTIONS OF OPEN SPACE

Open Space has seven basic values or functions:

Preservational Open Space: This places emphasis on the conservation of natural areas required for the conservation of plant and animal life, including habitats for fish and wildlife species; areas required for ecological and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed land.

Productive Open Space: This places emphasis on the economic return from open areas such as rangelands, agricultural lands and areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commerical fisheries; mineral deposits in short supply.

Protective Open Space: Where public health, safety and welfare is involved, such land would require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

Urban Control Open Space: This addresses lands specified for open space to be used as a tool to guide and control proper urban growth. Urban control open space has two major components. First is the growth phasing aspect which may hold land in open space for future development. Second is to insure that land development occurs in a sensitive and efficient manner; it may include green belts for neighborhoods or districts, separation between conflicting land uses (e.g. freeway from residential area) or restricting lands that are costly to service.

Recreational Open Space: This addresses lands of some historical or cultural or scenic value which may be particularly suited to park or recreational purposes. Such uses would also cover access to beaches, lakeshores and pedestrian links between natural or recreational elements of significance.

Scenic Open Space: This addresses prominent natural and geological landmarks, groups of trees, or other natural features which may accent or contrast with urbanized areas by providing visual amenity.

Psychological Open Space: This function is probably the least tangible of all functions discussed, yet, ironically, it may be the most important. In a sense it transcends the other functions or values because it is the psychological sense of mountains, cliffs and the sea that are at the core of Pismo Beach's existence. If this element is impaired, so will the economic and functional vitality of

the whole community be impaired. It is especially with regard to this meaning of Open Space that individually small, but incrementally cumulative effects must be closely monitored.

ii. MULTIPLE VALUE OF OPEN SPACE

Perhaps most crucial to a conceptual understanding of Open Space values is the realization that these functions may occur simultaneously. This has what may be called a value multiplying effect. In the words of the County's Open Space Plan, Open Space must be considered as "multiple-value concept". For example, not only does the beach-front have recreational, preservational and scenic values, but also psychological and protectional values. Figure EN-14 attempts to organize the City's Open Space areas into four broad categories, organized to consider the multiple uses of Open Space. Table EN-15 summarized the acreages in Open Space Use.

In addition, it must be emphasized that new developments can be designated to augment Open Space values or increase the number of functions served. The clustering principle is a prime example of the way that many of these functions can be integrated into development designs. The reverse may also be true, however. The over-emphasis of one value may act as a detriment to another. For example, the utilization of a scenic piece of land for a park may enhance recreational values, but severely erode preservational values through human degradation of flora and fauna.

The challenge to the people of Pismo Beach and their governmental agencies is to see Open Space in its broadest context, as a multiple-value concept which is beneficial to long-range community development.

The City is experiencing development pressures, particularly along the shoreline. As to gaps on the shore have closed, there will be increasing pressure to develop on the inland and foothill areas.

Several conclusions can be drawn with respect to natural resources and growth pressures:

(1) That if any preservation of Open Space character along the shoreline is going to occur, it will have to be done in the immediate future.

(2) That new development is, in most cases, occurring in larger segments making comprehensive planning along the lines of Planned Unit Development (PUD) easier. This approach also allows the developer more flexibility in meeting City Open Space needs, while maintaining a fair profit margin.

(3) That the City has enough land to more than double its present population without utilizing the most scenic land areas and important preservational open space areas that contribute to the total character of Pismo Beach.

TABLE EN-15

ACREAGE SUMMARY OF LAND

CHARACTERISTICS

CATEGORY	CITY	URBAN RESERVE	TOTAL FOR STUDY AREA
TOTAL DEVELOPED URBAN LAND	943	0	943
TOTAL UNDEVELOPED URBAN LAND	540	249	789
ACTIVE RECREATION LAND	85	0	85
UNDEVELOPED OPEN SPACE (excludes riparian and marshland & intertidal shoreline)	225	13	238
RIPARIAN & MARSHLAND	134	0	134
INTERTIDAL SHORELINE	88	0	88
TOTAL O/S LAND AREA* (for entire study area)			
0-15% SLOPE	---	---	1538
15-30% SLOPE	---	---	351
30+% SLOPE	---	---	166
TOTAL SUBMERGED LANDS (OCEAN)**			1965

*calculated for total study area only
**LAFCo, 16 Year Report, July, 1980

SOURCE: City of Pismo Beach, Community Development Department June, 1980

NOTE: These acreage figures do not include development since 1980.

d. General Goals for Open Space

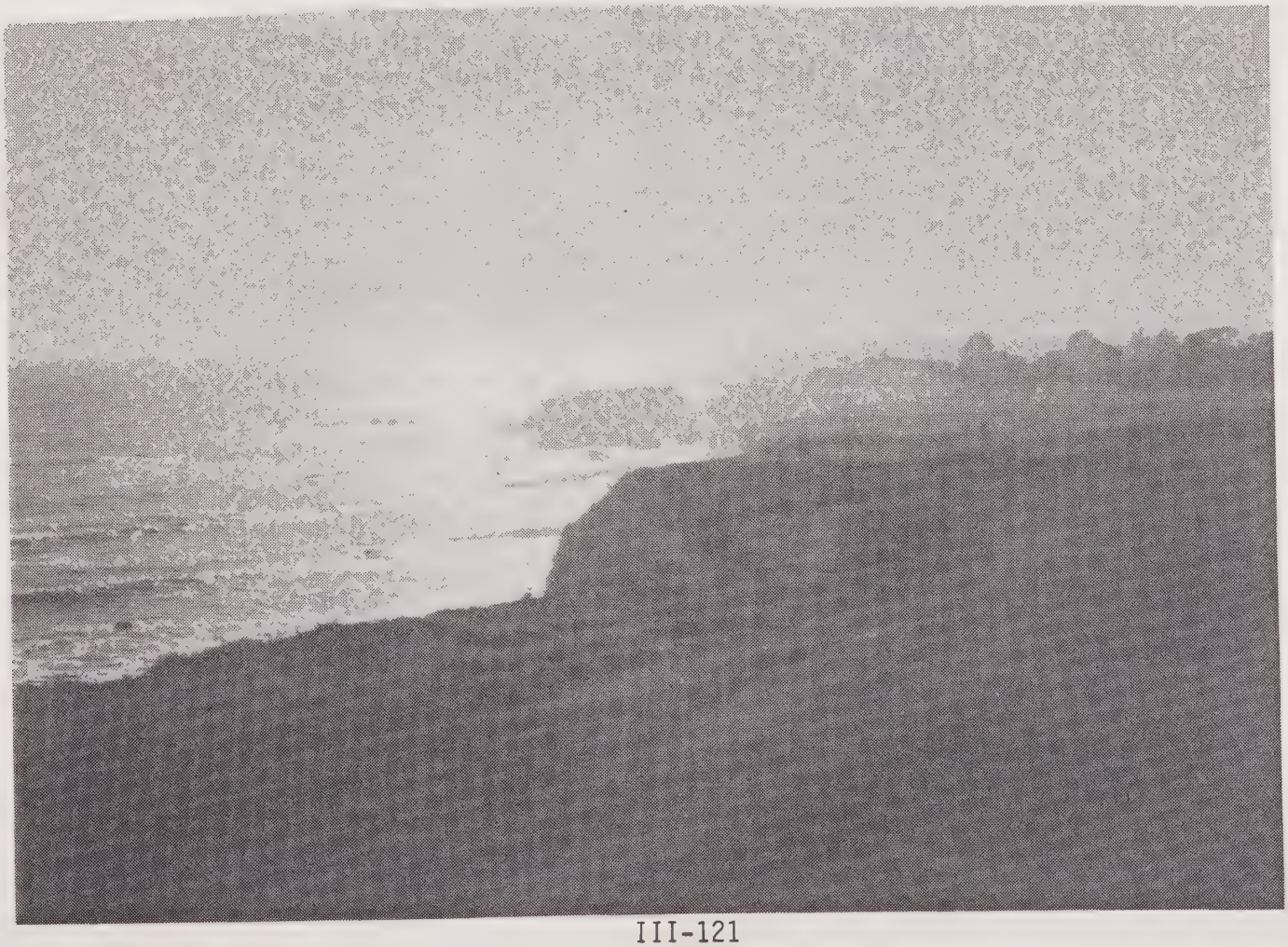
There are goals, policies and programs contained throughout the General Plan which specifically relate to actions which protect, preserve or manage the natural and social resources and which are in response to the Government Resources Code requirements for a Conservation Element. Generally, the City is committed to conserving its resources and has the components of the General Plan to do so.

Additionally, goals, policies and programs have been given for preservation of open space in other sections of the General Plan. Open Space designations have been indicated in the Recreation Element and Natural Resources Component, and should be referenced as part of the Open Space Element. General Goals, in addition to those given in the designated previous sections, are given as follows:

GOAL OCS-1: To conserve the City's natural resources.

GOAL OCS-2: To create open space areas for preservation, productivity, protection, urban control, recreation and scenic and psychological uses.

POLICY OCS-1: Open Space and related facilities shall be provided in conformity with the Open Space Plan.



e. General Open Space Plan Descriptions

The Open Space Plan describes in general terms all of the various open space areas of the City, both existing and proposed areas. Detailed descriptions are contained in the Recreation Element, the Natural Resources Section, the Visual Resources Section, and within the specific areas of the Land Use Element.

Specific open space areas are separated into the following categories:

1. General Open Space:
   a. Parks and Recreation/Historic: These are areas which are generally current or proposed City parks. They may vary in size from a very small pocket park to larger multi-use parks (see Recreation Element).
   b. Public Access: These are walkways, stairways or other accesses to beaches, creeks or other open space areas. They can be private with easements for public access or they can be publically owned (see Access Section).
   c. Environmentally Sensitive: Points or areas which may contain special resources which require special consideration (see Natural Resources Section).
   d. View Corridor: Areas which provide limited scenic views (see Visual Resources Section).
   e. Miscellaneous City Property in General Open Space: City-owned open space areas which are not used for recreation.

2. Undeveloped Land:
   a. Reserved for Future Development: These are areas which are currently open space but may eventually be developed for urban uses. When developed, future master plans may call for portions of these areas as open space.
   b. Inappropriate for Development: These are open space areas which, due to special circumstances such as steep slope, flooding or other constraints, are deemed inappropriate for development.
   c. Constraints on Site Use: These are areas which have problems such as bluff retreat which can limit development of portions of the site.

3. Potential Hazard Areas:
   a. Landslide, earthquake fault zone, liquifaction, over 30% slope: Areas potentially subject to these hazards.
   b. Beach open to storms: These are beaches which are situated in areas which are not protected from major storms and high wave action.
   c. Cliff Erosion and Hazard: These are areas subject to moderate to substantial cliff erosion rates or provide particular hazard for buildings and/or people.

d. Creek and Creek Floodplain: These are year-round creeks and areas subject to flooding during 100-year floods.
e. Major Drainage: These are areas which drain large amounts of storm water into adjacent future or current development areas.

4. Open Space on Private Land:
   a. Associated with Development: These are primarily undeveloped areas which are expected to provide private common open space within future developments.
   b. Easements: These are easements permitting public access.
   c. Future Public Use: These are areas which are expected to eventually be purchased or dedicated for public use.
   d. Private Open Space or Recreation: These are areas which, when developed, are expected to provide privately owned open space and recreational facilities for the residents of the project.
   e. Agriculture/Grazing: These are areas which are expected to continue in private agricultural land use.

The City Of PISMO BEACH

C. VISUAL RESOURCES

1. INTRODUCTION

The Visual Resources Component of the General Plan complies with the California State Legislature Requirements for a Scenic Highways Element and with the Coastal Act of 1976 requirements for the protection of scenic and visual qualities of the coastal areas. It is presented as three Basic Sections, interrelated, each intended to augment and complement the other.

The Scenic Highways Element, Section 2, replaces and supersedes the one adopted March 26, 1979. The Scenic and Visual Qualities Element deals with the overall visual survey of Pismo Beach. The goals, policies, and programs contained in Section 3 apply to the entire City. See Chapter 2 for area descriptions.

Because traveler's perceptions of Pismo Beach differ from that of the residents, the City conducted a visual survey and analysis of the City. The Appendix addresses the visual survey procedure and provides the background information used to determine City goals, policies and programs. A visual survey map, Figure EN-15, identifies problems and opportunities, indicates where improvements need to be made, and designates where scenic resources should be protected. A landscape plan, Figure EN-16, indicates the general area where improvements should be made. Figure EN-17 summarizes City-wide visual resources.

2. SCENIC HIGHWAYS ELEMENT

The purpose of the Scenic Highways Element is to identify and designate specific routes and establish goals, policies and programs to protect and enhance the scenic qualities for the enjoyment of the general public. The California State Legislature, in 1963, established the California Scenic Highway Program based on Senate Bill No. 1467. The Scenic Highway Law mandates local government to establish a plan for development and protection of scenic highways (Section 6530i(h), Government Code).

At present, the City of Pismo Beach has two highways which are shown on the State Scenic Highway Master Plan, U.S. Highway 101 and State Highway 1, which are eligible for official Scenic Highway 101 and State Highway 1, which are eligible for official Scenic Highway designation. In addition, Price Canyon Road is a county/city road and can qualify for designation. The proximity to the ocean and the present of U.S. Highway 101 attracts visitors year-round to the beaches and scenic vistas within the City Limits. Much of the City is also ecologically sensitive and has proven to be of high educational and scenic value.

a. Route Descriptions

Pismo Beach is situated on a coastal shelf, delineated by the Pacific Ocean on one side and the steeply rising Pismo Hills on the other. The City relies heavily on its scenic and natural setting to maintain its economic well-being. The compact nature of this area intensifies the visual experience. This makes it even more essential that this natural scenic visual resource be kept as pleasant and aesthetically pleasing to the eye as possible.

U.S. Highway 101 and State Highway 1: U.S. Highway 101, a four-lane freeway, traverses the City of Pismo Beach from the northern to southern City limits. State Highway 1 enters the City from the north in conjunction with U.S. Highway 101, departs from the freeway at Dolliver Street in Pismo Beach and passes through the downtown area to the southern City limits.

U.S. Highway 101: This highway is commonly know as "El Camino Real". It is one of the major scenic highways in the United States; the scenic qualities are among the best in the world. This portion of the highway within the City limits provides the travelers with the only ocean view between the Golden Gate Bridge (San Francisco) and Gaviota, a distance of 310 miles. U.S. Highway 101, El Camino Real, dominates the City of Pismo Beach and as such becomes the focal point for the visual element of the City. The scenic views provided are the Pacific Ocean and shoreline on one side, the Santa Lucia Range (Pismo Hills) on the other, plus the corridor view of the highway itself. It is estimated that 25,000 to 28,000 cars per day travelled this route during 1980 (Cal Trans). San Luis Obispo County's Open Space Plan and the State Scenic Highway Plan call for the U.S. Highway 101 to be designated as a scenic highway.

State Highway 1 (Dolliver Street): State Highway 1 leaves the freeway and passes through the center of the commercial core and Pismo Creek area. This route provides easy access to the public beaches. This street is in the State Scenic Highway Master Plan for future scenic highway designation. The maze of telephone wires, poles and power lines contribute to the low visual quality. Additional landscaping and underground utilities should be provided along this street and the major sign problems in this area such as excessive size, visual clutter and incompatibility with its surroundings should be properly resolved.

Price Canyon Road: Price Canyon Road is the entryway to the City from the eastern City limits and terminates at U.S. Highway 101 where it becomes Hinds Street, a distance of approximately one mile. It provides access to the ocean which is visible from the terminal point with U.S. Highway 101. Price Canyon Road, named from the canyon through which it traverses, continues from the City limits to State Highway 227, a distance of 4.7 miles. The 1972 San Luis Obispo Open Space Plan designates the road to be a scenic highway. It is one of the best examples of a rural scenic road in the county.

b. Goals, Policies and Programs

This phase of the report applies the information gathered form the visual surveys and studies previously mentioned and establishes goals, policies and programs. The programs also include measures for implementation of this element.

GOAL VR-1: To protect, enhance, and preserve the desirable visual characteristics and scenic views within the scenic corridors.

GOAL VR-2: To identify, designate and provide guidelines for the enhancement and protection of the scenic routes within the City.

POLICY VR-1: The City will strive for maximum cooperation and coordination between all levels of government in meeting the goals adopted as a part of this element.

Program VR-1: The City shall request the State to declare U.S. Highway 101 as official State Scenic Highway within the City limits.

Program VR-2: The City shall request the State to declare State Highway 1 an official State Scenic Highway through the City.

Program VR-3: The City shall initiate action to declare Price Canyon Road a scenic highway in cooperation and coordination with San Luis Obispo County.

POLICY VR-2: The City wishes to safeguard existing scenic values.

Program VR-4: Any new development along City designated scenic highways should not significantly obscure, detract nor diminish the quality of scenic views.

Program VR-5: Development in the foothill areas shall seek to maximize scenic values, paying special attention to minimizing erosion hazards. Holding of designated buildable areas in open space shall be encouraged through bonuses and transfer densities.

Program VR-6: Since it is the City's prerogative to review the use of lands within the sphere of influence, the City shall recommend to the County Board of Supervisors that billboards in the County within the City's sphere of influence be amortized and removed.

Program VR-7: The City shall adopt a comprehensive grading ordinance to reflect the scenic highway necessities.

Program VR-8: The existing City setback and height regulations are necessary for the protection and enhancement of existing

scenic vistas. Planned residential zoning should be utilized to encourage better site planning.

Program VR-9: The City shall encourage the County to retain the Ontario Hills and freeway hillsides as open space or grazing land and the area shall be included within the City's sphere of influence so that the County recognizes the City's desire to prevent grading on steep slopes over 30 percent.

Program VR-10: Industrial facilities should be screened from view of the scenic highway if feasible and desirable.

Program VR-11: Future development should minimize the impact on scenic views from Price Canyon Road and should balance with the natural setting of the area.

Program VR-12: The view of the bluffs over the Dinosaur Caves area shall be carefully protected. (Reference Policies SPI-1 and SPI-2, and specifically, Program SPI-7)

Program VR-13: Existing ordinances shall be updated to reflect scenic highway policies. Special attention shall be given to the following:

a) Limiting of cut and fill
b) Tree preservation and planting
c) Bank seeding and planting
d) Low density or open space use of steep land
e) Cluster development and/or planned development
f) Setback from water or bluff edges
g) Landscaping of objectionable views
h) Easement dedication
i) Screening
j) Road design
k) Right-of-way requirement
l) Underground utilities
m) Reservation of sites for park, schools, open space, or other appropriate public uses consistent with the policies of the general plan
n) Height and bulk of proposed development.

POLICY VR-3: The City wishes to protect and enhance the scenic character of the shoreline, the Pacific Ocean and other marine areas, and the hills.

Program VR-14: Vista stops should be encouraged at scenic areas along U.S. Highway 101. Two vista stops are proposed, one to serve southbound traffic and one to serve northbound traffic.

Program VR-15: Billboards shall be prohibited within the scenic corridor.

Program VR-16: The City shall carefully review the development and other activities surrounding the Pismo Creek and Pismo Marsh areas to preserve the scenic qualities.

Program VR-17: The City should re-establish the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as preserving ecological value.

c. Designation of Scenic Highways

Scenic Highway Designation: The City has complied with the requirements needed to obtain official designation of Scenic Highways by undertaking the following actions:

1) A Scenic Highways Element was adopted March 26, 1979 and is superseded by this element.

2) The City requested by resolution to the District Director of Transportation that a corridor survey and a Highway Facility study be made.

3) The City adopted a Scenic Highway Plan and program of implementation measures.

4) The City will apply to the District Director of Transportation for designation of U.S. Highway 101, State Highway 1 and Price Canyon Road as official scenic highways.

3. SCENIC AND VISUAL RESOURCES ELEMENT

The purpose of the Scenic and Visual Resources Element is to identify and present the Visual Resources Component of the Local Coastal Plan (LCP) and to incorporate into this General Plan the City of Pismo Beach applicable goals, policies and programs.

a. Visual Characteristics

The visual resources of the City have been inventoried and evaluated; see the Appendix. The goals, policies and programs contained in this chapter apply to the entire City, showing that the visual resources require guidelines for preservation. In many instances, the requirements for aesthetics enhancement are already met while other areas require safeguards for preservation so that their unique resources can be protected for public enjoyment.

b. Goals, Policies and Programs

GOAL VR-3: To preserve and protect existing visual and scenic assets.

GOAL VR-4: To encourage restoration and enhancement of the visual and scenic quality of areas which are deficient.

GOAL VR-5: To provide guidance to develop future visual and scenic resources and prevent deficits, particularly in the case of new development.

GOAL VR-6: To preserve areas of high visual and scenic value, including natural areas, historic areas, and special viewing points.

POLICY VR-4: The City will discourage existing signs which unduly detract from the visual quality of the area.

Program VR-18: The existing sign ordinance shall be reviewed and revised to reflect scenic highway policies. The required information shall be displayed in an effective and attractive manner; scenic qualities shall be maintained within scenic corridors.

Program VR-19: The sign ordinance shall give special attention to the height and size of signs located in scenic areas, such as Pismo Marsh and other areas which are visible from scenic routes.

POLICY VR-5: The City will encourage the undergrounding of existing and proposed overhead utility lines.

Program VR-20: The existing City policies for all new developments to include undergrounding of utilities are necessary and should be retained.

Program VR-21: Utilities in the commercial core should receive priority consideration for undergrounding.

Program VR-22: The City shall develop plans for landscaping City public areas to include street tree planting where feasible. Guidelines and requirements for all new subdivisions shall be included.

POLICY VR-6: The City will encourage street tree planting and general landscaping in the City.

Program VR-23: Landscaping programs shall be adopted which include the maintenance of mature trees and conditions for their removal. The City shall require adherence to good landscaping

practice; that is consider compatibility with soils, atmospheric conditions, topography, existing developments, appearance, and maintenance as well as resistance to disease, shape, life span, availability, and height in relation to scenic obstruction.

Program VR-24: The City shall request the State to complete the landscaping of the freeway, and on and off-ramps, and to effect scenic improvements, erosion control, sound control, and safety with due regard to preservation of scenic views.

Program VR-25: The City will control design standards for street lighting and street furniture.

Program VR-26: Design and scenic standards for utility structures, pumps, water tanks, major transmission poles, etc., shall be established for new developments.

Program VR-27: Public Utilities and public works facilities which are not dependent on the ocean shall be located away from the ocean front. These facilities should be screened from public view and shall be designed in a manner that is compatible with the surrounding land forms.

POLICY VR-7: Information and directional signs should be standarized.

Program VR-28: The City shall develop a design or other easily identifiable characteristic for visitor information signs and establish a system for such signs.

Program VR-29: The City shall request CalTrans to revise the signs along U.S. Highway 101. The number of exits should be stated upon entering the City from the north and the south and additional street identification signs are needed at certain off-ramps. The Pismo State Beach sign from the south in Arroyo Grande should also indicate the City of Pismo Beach is a certain distance further north on U.S. Highway 101.

Program VR-30: The restrictive statements from "Welcome to Pismo Beach" entry signs should be removed and a welcome message should be substituted.

Program VR-31: The City should erect a well-designed kiosk at designated locations to provide off-premise commercial and public community advertising and the City safety restrictions now appearing on the City entry signs. The kiosk may include other public services such as trash receptacles, phones, drinking fountains, etc., and landscaping to reduce the cluttered appearance of street furniture. Kiosks are recommended at the Shell Beach Post Office area, the pier and at vista points.

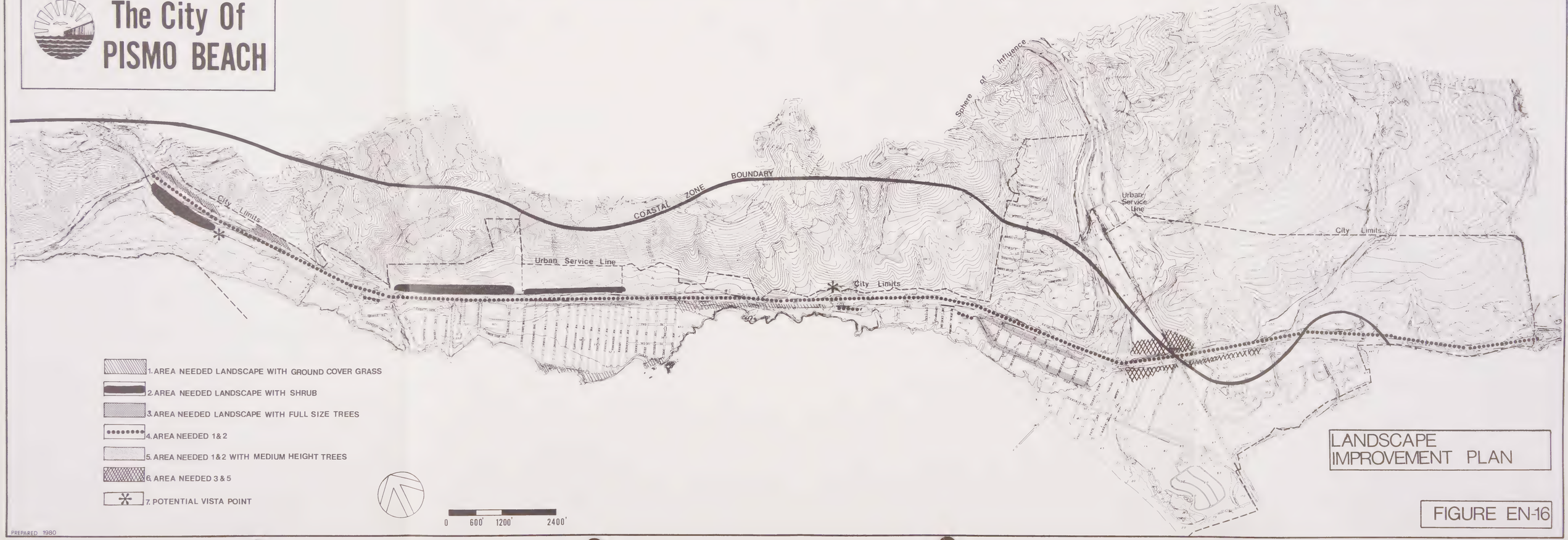
POLICY VR-8: City entryways and City owned property designated for public use should be landscaped.

Program VR-32: A landscape plan should be established for the scenic entryways into the City, located at State Highway 1 and the Grover City limits, U.S. Highway 101 and State Highway 1 off-ramp area (Price Street, Dolliver Street intersection), Palisades Drive northern entrance and Price Street. Landscaping should be in scale with the area and not conflict with the entryway signs.

Program VR-33: The City should develop a landscape program to upgrade City owned property, particularly with regard to City street rights-of-way. The program should be initiated as soon as possible in order to reduce accumulating weeds and trash.


The City Of
PISMO BEACH
COASTAL ZONE BOUNDARY
City Limits
Urban Service Line
City Limits
Sphere of Influence
Urban Service Line
City Limits
LACK OF CONNECTION
GLIMPSED VIEW
PANORAMIC VIEW
SHORELINE CLIFFS
BEACH ACCESS
CRITICAL ENTRY POINTS
SCENIC HIGHWAY
URBANIZED AREA IN NEED OF UPGRADING OR LANDSCAPING
0 600' 1200' 2400'
PREPARED 1980
VISUAL PROBLEMS & OPPORTUNITIES
FIGURE EN-15

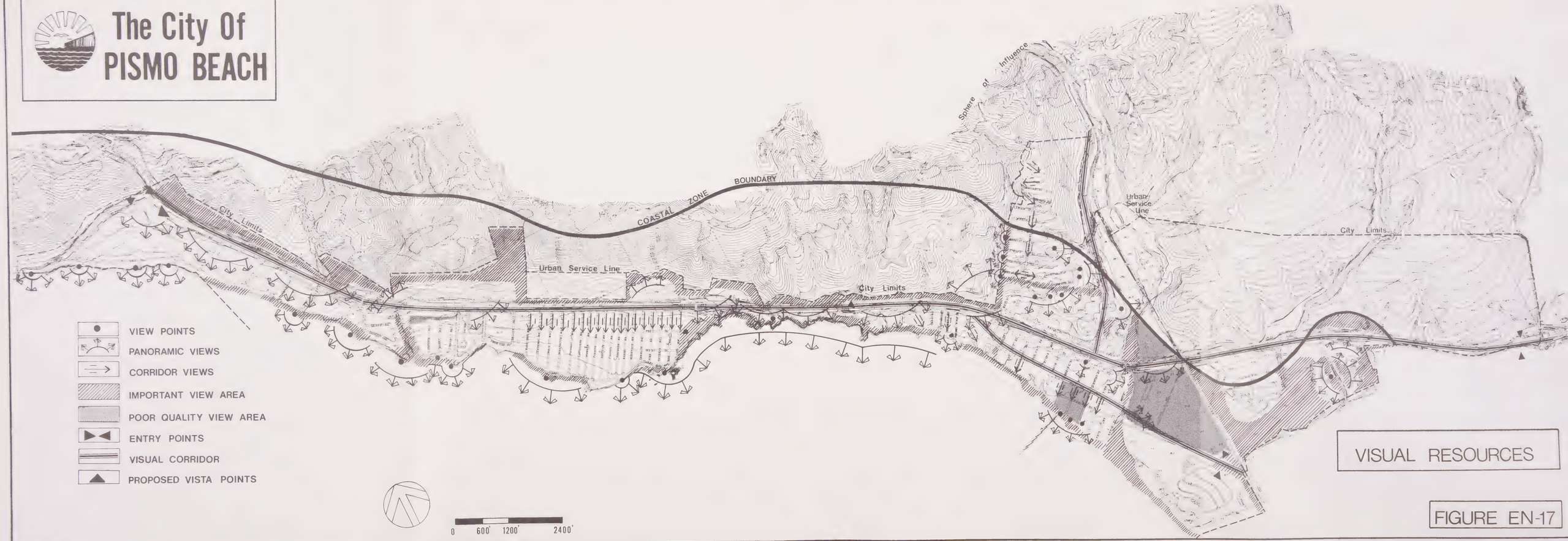
The City Of PISMO BEACH



LANDSCAPE IMPROVEMENT PLAN

FIGURE EN-16

The City Of PISMO BEACH



VISUAL RESOURCES

FIGURE EN-17

PREPARED 1980

IV. DEVELOPMENT ISSUES

THE CITY OF PISMO BEACH IS A RECREATION/TOURIST ORIENTED COMMUNITY. THE LAND USE CHARACTERISTICS OF THE CITY PLAY AN IMPORTANT ROLE IN DETERMINING DEVELOPMENT ISSUES. IN ORDER TO MAINTAIN A WELL BALANCED COMMUNITY, A VARIETY OF LAND USES ARE REPRESENTED, CONSIDERATION OF OPEN SPACE, RECREATIONAL ACTIVITIES AND PRESERVATION OF ARCHAEOLOGICAL RESOURCES ALSO PLAY AN ACTIVE ROLE IN DETERMINING LAND USE DESIGNATIONS.

IV. DEVELOPMENT ISSUES

A. CULTURAL RESOURCES

1. INTRODUCTION

There are several State policies regarding the preservation of or interference with Native American Heritage. Except for the California Environmental Quality Act and the Coastal Act, none of the State policies refer to privately owned land. The policies are briefly described in the following sections.

a. The California Coastal Act of 1976

The California Coastal Plan of 1975 recognized the need to provide protection for archaeological resources, noting that "archaeological sites resulting from ...thousands of years of human settlement along the coast are among the most fragile nonrenewable resources in the coastal zone" and that knowledge of prehistoric cultures "can be gained only from the detailed study of archaeological remains, the only source for more than 95 percent of California's cultural history".

This common concern for the protection of archaeological resources was reflected in the California Coastal Act of 1976 through Public Resources Code, Section 30244 which provides that "Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required".

b. The California Environmental Quality Act (CEQA) of 1970

The California Environmental Quality Act (CEQA) requires environmental effects of significant projects and undertakings be avoided or mitigated. (Public Resources Code, Sections 21000, et seq.). This statute currently establishes one or the more important mechanisms by which many Native American heritage resources on both public and private land are identified and protected in California.

The mitigation requirements of CEQA apply only when it is determined that a proposed project may have a significant effect upon the environment. The criteria used in determining a "significant effect" includes the elimination of "important examples of the major periods of California history or pre-history". (State EIR Guidelines, California Administrative Code, Title lc, Division 6, Chapter 3). However, the guidelines do not include native American heritage, Indian cemeteries and cultural remains as specific topics of environmental concern. The guidelines additionally fail to list an agency of special expertise in that subject which might be consulted. To resolve these problems, the American Heritage Commission has begun working with the Resources Agency and the Office of Planning and Research in revising the EIR guidelines.

c. Public Resources Code

Section 5097.9 of the California Public Resources Code stipulates that it is contrary to the free expression and exercise of Native American religion to interfere with or cause severe or irreparable damage to any Native American cemetery, place of worship, religious or ceremonial sites or sacred shrine.

Section 5097.5 of the California Public Resources Code makes it a misdemeanor... "for a person to knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site situated on public lands, except with the expressed permission of the public agency haveing jurisdiction over such lands. As used in this section, Public Lands means lands owned by, or under the jurisdiction of the State, or any City, County, district, authority or public corporations, or any agencies thereof.

Section 622½ of the California Penal Code makes it a misdemeanor to... "disfigure, deface or destroy any object of archaeological or historical interest or value, whether situated on public lands or within any public park or place."

d. Health and Safety Code

Several statutes regulate exhumations, dissections, mutilations, removal, internment, collection by unauthorized agencies and individuals of historic and archaeological Native American remains.

Section 7052 of the California Health and Safety Code makes it a felony to mutilate, disinter or remove from the place of internment any human remains. This felony is punishable by up to 5 years in prison.

Section 8101 of the California Health and Safety Code requires up to 6 months in jail and/or $500 fine for obliterating or disturbing a grave. Other sections of the Health and Safety Code relate to Historic remains regarding death certificates, disposition permits, markers or location records and burial places (H. & S. 7054, 7500, 10375, 7114, 7052, and Government Code 27491). These laws require that the coroner's office be contacted in the event that human remains are uncovered.

As indicated above, these various policies do not apply to archaeological resources on private lands; nor do they provide adequate protection of archaeological resources from developments on publicly held lands.

2. CITY POLICIES REGARDING ARCHAEOLOGICAL AND HISTORICAL RESOURCES

The City has been aware of some archaeological and historic sites, (e.g. Price Adobe, the City Hall and the portion of SLO-832 in the school property). To date only the Price Adobe has been considered for nomination to National Register of Historical Places. The City has no

formal policies regarding the preservation of significant archaeological and historical resources, but has recognized the need for the formation of such policies.

To date, the only available information regarding the presence or absence of archaeological sites has been from the field reconnaissance activities conducted as part of the EIR requirements under the CEQA Guidelines. No major unified effort has occurred until recently to collect and map the locations of known archaeological or historic sites, nor has any agency concerned with archaeological or historical sites provided the City with information regarding archaeological and historical sites.

The City has recognized the need to further investigate the extent of the archaeological resources and to set up procedures and guidelines for identifying, evaluating and mitigating impacts to significant archaeologic and historic resources. In the interim, as part of the EIR process and permit process, the following standard condition has been placed on all large developments requiring a conditional use permit, variance, tract map approval or development permit.

> "In the event of the unforeseen encounter of subsurface materials suspected to be of an archaeological or paleontological nature, all grading or excavation shall cease in the immediate area, and the find left untouched until a qualified professional archaeologist or paleontologist, whichever is appropriate, is contacted and called in to evaluate and make recommendations as to disposition, mitigation and/or salvage. The developer shall be liable for costs associated with the professional investigation."

The known and registered sites recently have been mapped by the City. The registered sites are those which have been identified by an archaeologist during field investigation and are on file with the State Historic Preservation Officer at the Regional Archaeological Site Survey Office in Aptos, California. To date, only sites identified in the City limits have been noted on the City's survey map. No method has been established for the City to update this map as archaeological field reconnaissance reports do not come to the City (unless as a part of an EIR) but go directly to the Regional Archaeological Site Survey office. A large portion of the City has been surveyed. Figure DE-1 denotes those areas in the City which have been surveyed and which have archaeological significance. However, the map is not entirely accurate. Some of the surveyed areas have had superficial reconnaissance only and may still contain archaeological evidence. Several areas which have been previously surveyed by qualified archaeologists have been resurveyed and evidence has been uncovered. In addition, areas which have been developed, such the downtown area and Shell Beach, may still contain significant resources below the surface which may or may not have been damaged during construction.

Lastly, there is one identified site in the City of particular religious and archaeologic importance, which lies of public property. This is SLO-832, located on school district property. A conflict has arisen

between the desire to preserve the site in an undisturbed state and the ability to compensate the school district for the property. This will require further investigation on the part of the concerned Indian groups, the State and the City in the near future.

Many of the known archaeological sites are on private property, and unless funds are available for acquisition of the property, there is no current method for site preservation--only mitigation. Under CEQA, single-family residences and projects less than four units are exempt from environmental report preparation unless archaeological resources are known to be on the property. In many instances, sites of archaeological importance are unknown and are not uncovered until grading and site preparation has begun.

In addition, there is no uniform method for dealing with archaeological resources once they are identified. Permit conditions have never clarified what mitigations are appropriate to protect archaeological resources, recognizing that no single mitigation is appropriate for the variety of the archaeological resources discovered. Clarification is necessary and guidelines should be established so that the proper mitigation is followed depending on the nature of the resource.

3. GOALS, POLICIES AND PROGRAMS

GOAL CR-1: To preserve to the greatest extent possible significant archaeological and historic resources.

POLICY CR-1: Designated or potentially significant archaeological and historical sites should be protected.

Program CR-1: Any archaeological sites of state-wide significance shall be nominated for inclusion in the Registry of California Historic Landmarks. Those of national significance shall be nominated for inclusion in the National Registry of Historic Place and the National Historic Landmark Program.

Program CR-2: All projects requiring construction which lie within the areas designated on the current Archaeological and Historic Resources sensitivity map (Figure DE-1) shall be subject to review to determine if significant archaeologic and historic resources are present on the project site.

Program CR-3: The archaeological sensitivity map (Figure DE-1) as prepared as a part of the Local Coastal program, shall be subject to regular review and refinement. In the absence of special funds to up-date the map, the City shall encourage the voluntary review of the map by qualified representatives of the archaeological and Native American Community. Such revisions shall be subject to the review and comment of the State Historic Preservation Office.

Program CR-4: Prior to the issuance of a zoning clearance or development permit, a surface survey of the project site shall be conducted by a qualified archaeologist recognized by the State Historic Preservation Office in areas designated on the Archaeological and Historic Resources Sensitivity map (Figure DE-1) as potentially containing archaeological resources or other undesignated sites which may contain archaeological or historical resources. Specific recommendations prepared by the archaeologist shall be incorporated into the final project approval to the extent feasible and appropriate.

Program CR-5: All projects requiring City approval shall incorporate the following standard provision into the permit conditions:

> Should archaeological resources be disclosed during any construction phase of the project, all activity which could damage or destroy these resources shall be temporarily suspended until the site has been examined by a qualified archaeologist and mitigation measures have been developed to address the impacts of the project on archaeological resources. Such mitigation shall be subject to review and approval of the permit issuing agency.

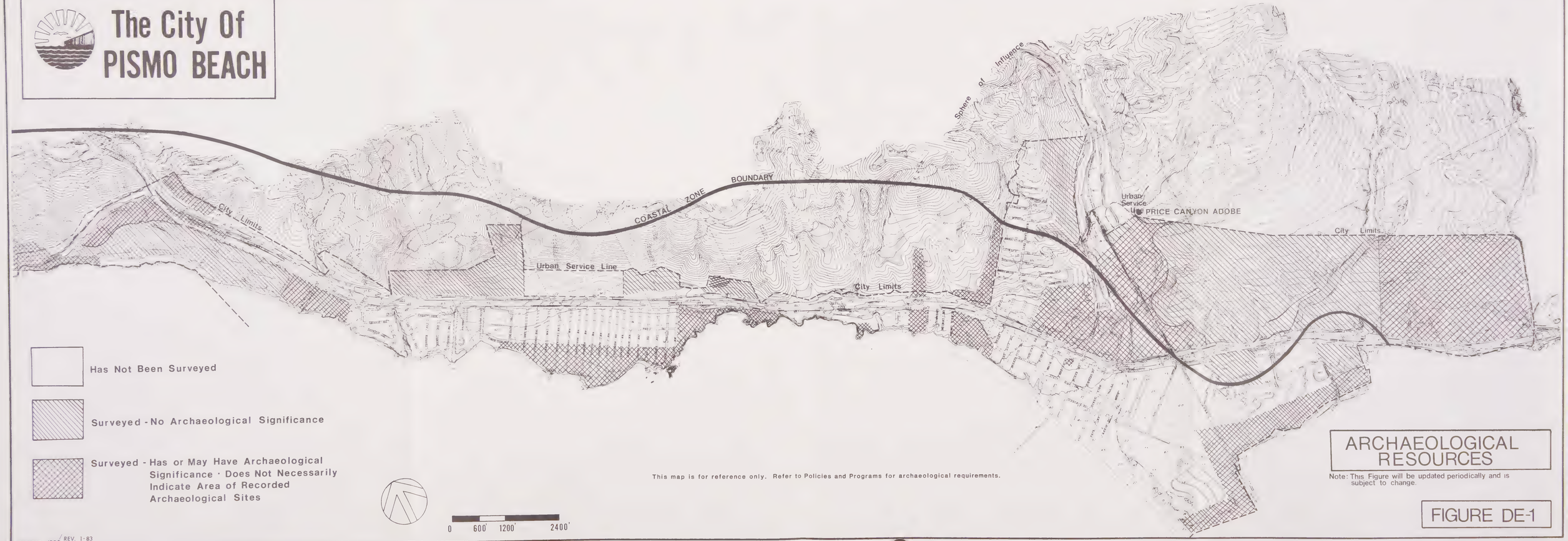
Program CR-6: Where development occurs on a privately held archaeological site, mitigation measures prepared by a qualified archaeologist shall be incorporated into the design including construction methods which will minimize the impacts of the development on the archaeological resources.

Program C-7: Where damage or destruction of archaeological resources stemming from development of a recognized site cannot be avoided, or mitigated, the site shall preserve the fullest archaeological record possible for future analysis and evaluation using the most current archaeological record possible for future analysis and evaluation using the most current archaeological methods available.

Program CR-8: All available measures including purchase, tax relief, purchase of development rights, etc., shall be explored to avoid development on significant archaeological sites. Where sites containing significant archaeological resources are already in public ownership, including ownership of the City, the City shall encourage the retention of the site in public ownership and the protection of the archaeological resources. The transfer of City-owned properties containing significant archaeological resources shall be accompanied by a deed restriction containing provisions protecting the archaeological resources on the site.

Program CR-9: Activities other than development which could damage or destroy archaeological resources including, but not limited to, off-road vehicle activity and unauthorized collecting of artifacts, shall be prohibited unless specifically permitted by the permit issuing agency with provisions for adequately protecting any archaeological resources.

The City Of PISMO BEACH



This map is for reference only. Refer to Policies and Programs for archaeological requirements.

ARCHAEOLOGICAL RESOURCES

Note: This Figure will be updated periodically and is subject to change.

FIGURE DE-1

PREPARED 1980 REV. 1-83

B. RECREATION AND ACCESS ELEMENTS

1. INTRODUCTION

This section contains the Recreation Element and Access component of the General Plan. A Recreation Element is an optional part of a General Plan (PRC Section 65303) and a requirement of the Coastal Act of 1976. The Access Component is the mandated component to be added to the General Plan as required by the Coastal Act of 1976 (PRC Sec. 30500). The Coastal Act Policies as they relate to access and recreation are given on Table DE-1. The public access and recreation goals, policies and programs contained here are based upon Section 4, Article X of the California State Constitution which guarantees the public's right of access to the beach along the 1072 miles of coastline. The recreation and access policies should be reviewed in the context of the background information contained in the National Resources, Conservation and Open Space chapters of the General Plan. The Appendix contains further background information regarding Recreation and Access.

2. RECREATION ELEMENT

The City contains both State and City recreational uses. Pismo State Beach, under the direction of the State Department of Parks and Recreation, comprises 1.5 miles of the City's only major sandy beach and is the major recreational area of the City. In addition, the City has approximately 51 acres of additional public park area either developed or in the process of being developed. Almost all (99 percent) of this park area is within the Coastal Zone.

Given Pismo Beach's tourist/recreational emphasis, an excellent park-beach system is essential for three reasons. First, access to parks and open space is important to the well-being of the area inhabitants; a wide range of recreational activities help to make the area an enjoyable place to live. Second, the influx of tourists to use recreation facilities is basic to the area's economy. Third, the preservation of open space is vital to maintaining a balanced healthful environment.

The discussion of recreational use demand and facilities is divided into two major sections: 1) the State Park Facilities, and 2) the more conventional parks and recreation areas under the preview of the City Parks and Recreation Commission. Access will be covered separately in the other section of this report.

a. Pismo State Beach

Because the 1.5 miles of sandy beach in Pismo Beach is under the direction of the State Department of Parks and Recreation, the City's responsibility for planning in this area is indirect and is only advisory. The City can recommend to the State possible actions or activities necessary to maintain its recreational value.

TABLE DE-1

COASTAL ACT POLICIES RELATING TO
RECREATION AND ACCESS

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource from over use.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use, custom, or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby, or; (3) agriculture would be adversely affected. Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Section 66478.1 - 6648.14, inclusive, of the Government Code and by Section 4 or Article X of the California Constitution.

30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland areas shall be protected for such use.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already provided for in the area.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses where feasible.

However, the Coastal Act requires that any project proposed by a state agency for land lying within the coastal zone of a local jurisdiction be found to conform with that local jurisdiction's regulations before development of any type can occur. For this reason, it is necessary that the City's planning efforts establish specific policies regarding access to, and use of, the portion of the State lands which lie within City boundaries.

The Pismo State Beach was established in 1934 and expanded through later acquisitions to comprise the existing 2,290 acre park (1,000 acres of which are below the mean high tide line). In addition to the beach itself, which is broad and gently sloping and is habitat of the Pismo Clam, the park includes lagoon areas along the lower course of Meadow Creek and north of the mouth of Arroyo Creek; stabilized dune areas between Meadow Creek and the ocean; and higher and wilder dunes south of Arroyo Grande Creek, largely stabilized and included within the Pismo Dunes Natural Preserve.

The State Department of Parks and Recreation has defined the purpose of Pismo State Beach as follows: "The purpose of Pismo State Beach is to make available to the people an outstanding coastal area of beach and sand

dunes located in and southward from the City of Pismo Beach in San Luis Obispo County. Specific recreational activities to be perpetuated and provided for include the aesthetic enjoyment of dunes and shore, beach vehicular travel, when consistent with the perpetuation of the natural values; camping, both in established inland facilities and on the beach in appropriate zones; fishing and clamming under appropriate applicable regulations; and walking or riding horeseback in the sand dune areas (General Development Plan, page 41)."

Pismo State Beach is one of the most popular of California's State Parks. In 1977, the State Beach and Vehicular Recreation Area, both within and outside of the Pismo Beach City limits, attracted over two million visitors. This has increased in the recent years to about three million visitors in 1979 (State Department of Parks and Recreation). Peak use has been as high as 28,000 visitors a day on a holiday weekend. On the Fourth of July, 1979, peak use was estimated at 10,000 visitors. Peak use days presently occur during the major holiday and three day weekends such as Memorial Day and Labor Day weekends.

The State Department of Parks and Recreation developed the Pismo State Beach and Pismo Dunes State Vehicular Recreation Area General Plan and Resource Management Plan, prepared in November 1974 and adopted by the Coastal Commission in 1975. The plan's two major purposes are to recommend an immediate course of action to reduce the existing access and camping problems and to provide the State Beach and the Pismo Vehicular Recreation Area with a document that will guide the growth and management of resources well into the future (General Development Plan, page 3). A review of this plan was made by the City Planning Department, and those sections of the plan which relate to the City are summarized in the background report, see the Appendix. The plan calls for the following improvements to the State Beach areas within Pismo Beach (see page 75 of the General Development Plan).

a. Discontinue the Ocean View Vehicular Access Ramp (this has already occurred).

b. Establish parking in the area of Pismo Creek (130 spaces).

c. Construct bicycle trail concurrently with road system (State Highway 1).

b. <u>Community Recreation Facilities</u>

Given Pismo Beach's tourist/recreation emphasis, an excellent park-beach system is essential in order to maintain a balance between a healthful environment for area inhabitants and an appealing destination for visitors.

The word recreation brings to mind active sports and beach-oriented visitors in recreational vehicles. Not to be forgotten are the quieter recreational pursuits of the local residents, especially the active retired and elderly segments of our population (we have an unusually high

percentage of people over sixty in Pismo Beach). Much recreation is passive or non-beach oriented, with a need for less obvious amenities (resting benches, linked trails), points of interest (such as lookout points and informational displays), public restrooms and drinking fountains. Pismo Beach's economic health is closely tied to what she finds to enchance and retain for the tourist population to enjoy. Her civic health is closely tied to what she responds to as the needs of her resident population change.

Prior to analysis of City Parks and Recreation facilities, the community characteristics, demographic composition and future growth were examined. These data are contained in the Appendix of the background report and Chapter 2 of the General Plan. To summarize, the major community recreation facilities existing in Pismo Beach satisfy the general demand for recreation land area. Additional facilities may need to be provided as the city grows; this will primarily be neighborhood parks and open space.

As part of the background data inventory, the City conducted a return mail survey in 1973 to determine recreational facility needs; this survey is contained in the background report in the Appendix. The conclusions of the survey showed that designing recreational facilities for persons over the age of 50 was more important than in most communities. Park preferences were for wooded parks with informal picnic areas (30 percent) and for improvement of the City's beach areas (over 50 percent). This survey should be updated within the next five years (early 1980s) to determine if recreational needs have changed.

Community Parks: Every community deserves to have a community park which includes active and organized sport areas (tennis courts, soccer field, baseball diamond, swimming pool, basketball courts, etc.). Specific spaces allocated in this City could provide for many or all of these activities, when developed. A community park should also provide for quieter recreational pursuits, such as picnicking, small children's playground, and meandering walks (paths, benches, information displays, etc.). The groundwork for a community park complex on the City property adjacent to the creek and sewer plant has been initiated. This could grow into an inviting combination of active and passive recreational opportunities. The property to the east and across the creek would be ideally suited for inclusion of picnicking, hiking and quite recreation centered around the Price Adobe historic early California rancho and museum.

Neighborhood Parks: The gradual infill of vacant land has intensified the need for designated neighborhood parks to provide for three needs: a place for children to play, a pleasant destination for walks, and a visual break in development (see Open Space Goals). Parks should be planned to include the particular needs of older people, wilderness areas for pre-teen children, off-beach tot-lots and benches and restrooms.

Regional Parks and Related Access: Many residents of Pismo Beach use Lopez Lake (located outside the City limits) and the State Beaches for recreation, especially for fishing, clamming and boating as well as scenic drives.

These regional parks are an important part of the City's ability to attract residents and tourists, and the quality of these parks can affect Pismo Beach's economic vitality.

Active Recreation Facilities: In addition to community parks, public and private recreational facilities are needed in the City. Accessible public or privately owned facilities such as a golf course, skating rinks, tennis courts, bowling alleys, etc., should be available. Some of these facilities currently exist (such as the roller skating rink) in the City. Other types of facilities should be provided in addition to these facilities.

Passive Recreational Facilities: Residents have expressed a need for passive recreational facilities. These facilities include walking trails, benches, public interest points (viewpoints and ocean overlooks), convenience stations (restrooms, drinking fountains, rest areas), public education points (information displays, natural resource interest stops, road side maps, etc.), and grassy areas of open space, nature trails, etc. Included as passive recreation is shopping and browsing in commercial areas, a favorite leisure pastime. The commercial areas should be coordinated with passive recreational uses. These facilities are needed throughout the City, and where possible, they should be linked to tourist overnight areas and residential neighborhoods. Outdoor theaters, organized street entertainment, art fairs, bazaars, festivals, etc. are very important forms of passive recreation which should be encouraged year-round in the City.

Maintenance of Existing and Proposed Facilities: There is much resident concern over the low quality of maintenance of many of the City parks. The quality of park and recreation facilities in a City are as much a function of maintenance and facility development as of park size and location. The natural beauty or the landscape quality of parks evoked a strong response from the people surveyed in 1973 (see the Appendix). Trash and poor maintenance were mentioned by many people surveyed as something disliked about the parks visited.

c. Recreation Standards

Generally recognized crude standards for local recreation facilities are provided in Table DE-2. Even such crude standards may not fit the conditions of all urban areas, and where warranted, local adaptions should be developed. In more detailed studies of recreation space requirements in extensions of those developed for the preliminary land use plan; variations in these standards would be developed according to density classes or residential developed.

TABLE DE-2

GENERAL STANDARDS FOR LOCAL RECREATION AREAS

FACILITY OR AREA	POPULATION STANDARD	SITE-SIZE STANDARD
Playground	1 acre/800 population	3 to 6 acres
Local Parks	1 acre/1000 * population	2 or more acres
Recreation Center	1 acre/800 population	15 to 20 acres
or Playfield	1 acre/800 population	10 to 30 acres

*Varies according to residential densities ranging from 2 acres per 1000 population in areas of multi-family dwellings down to three-quarters of an acre per 1000 population in single family developments.

d. Coastal Recreation Standards

In addition to the community park standards normally used to assess park needs, the Coastal Act of 1976 mandates that tourist recreational use be provided, including those facilities needed to support them (parking, hotels, etc.). For the purpose of this element, the following definitions will be used to determine Coastal Act related recreational uses:

1. Coastal dependent recreation: Activities which require a coastal location in order to occur, i.e., fishing, boating, beach activity, and nature study.

2. Coastal related recreation: Activities which are popular in coastal locations but also occur inland, i.e., camping, picnics, volleyball, walking and jogging.

3. Non-coastal dependent recreation: Activities which are unrelated to a coastal location, i.e., baseball, bowling, golf, swimming (pool), tennis, etc.

In many instances the Coastal Act goal of providing maximum opportunities for recreation is subservient to the goal of protecting natural resources, particularly environmentally sensitive habitat areas. However, many existing City and proposed recreational areas are adjacent to significant habitat resources, i.e., wetlands and tidepools. The concept which provides a framework for resolution of these conflicting coastal goals is that of recreational carrying capacity. The recreational carrying capacity is the type of use that can be supported over a specified time by a recreation area developed at a certain level without causing environmental damage or adversely affecting the experience of the visitor.

Recreational carrying capacity is composed of three components: environmental, facility and social capacities. Environmental capacity refers strictly to the

level of use that can be tolerated by the physical environment, including all plant and animal species, without degradation or damage. Facility capacity refers to the level of use which the built environment can withstand; and social capacity is the level of activity most acceptable to the participant. In terms of weighing these components, the Coastal Act (Sections 30210 and 30212) gives priority to environmental capacity as a constraint in determining appropriate intensities and kinds of recreational uses for a site.

While quantification and measurement of recreational carrying capacity is difficult, sufficient information exists to generally describe the environmental carrying capacity of various coastal environments. For example, dry sandy beaches can tolerate intense recreational use without adverse effects, although quality recreational enjoyment can be a limiting factor. The carrying capacity of uplands and bluffs is dependent on the kinds of plant communities and animal species present. Bluffs are also subject to erosion from heavy foot traffic. Tidepools are extremely fragile environments; the principal impacts of recreational uses are trampling and collecting of specimens. Wetlands and streams are also vulnerable to degradation from recreational activities, particularly trampling of vegetation, erosion, and disturbance of animal species. Considerations such as these should be evaluated when determining new locations for recreational facilities.

e. General Recreation Goals and Policies

The following defines the goals and policies for provision of general recreation facilities.

GOAL R-1: To fully utilize the natural advantages of Pismo Beach's location and climate by providing recreational opportunities and suitable visitor services for all ages and incomes.

POLICY R-1: The City recognizes that the ocean shore and its environs is, and should continue to be, the principal recreational feature in Pismo Beach.

POLICY R-2: The beach and parks shall be free to the public.

Program R-1: Ocean front land shall be used for recreational and recreation related uses where feasible.

Program R-2: The beach and some parking within walking distance to the regional parks shall be free to the public in an effort to ensure that coastal related recreational opportunities are provided to all income groups.

Program R-3: The City shall develop a Downtown Beachfront Improvement Plan.

Program R-4: The City should seek to provide necessary access links between recreational areas including a beachfront boardwalk.

POLICY R-3: The City recognizes the contribution of the private sector to recreation and, within the constraints of the best interests and desires of a majority of its citizens, encourages private enterprise--both non-profit and business--to continue to fulfill this function.

Program R-5: The City shall cooperate in community planning of public and free-enterprise recreational uses, both active and passive, in the downtown area.

POLICY R-4: The City recognizes that its residents need neighborhood parks, activity centers and an all purpose park.

Program R-6: The City will cooperate with Arroyo Grande, Grover City, and State and Federal governments in development of an all purpose community park.

Program R-7: The Park and Recreation Commission should bi-annually (spring and fall) review with staff ways to improve maintenance and design quality of existing parks and facilities.

Program R-8: The City should increase coordination with the school district to maximize use of school facilities for recreational purposes.

Program R-9: Programs of public education should be undertaken to combat littering in parks.

Program R-10: The City shall provide high-priority City services to public recreational areas (equipment maintenance, police protection, regular clean-up).

Program R-11: The City shall design and develop an attractive, useful system of recreation areas in conjunction with the open space plan (see Natural Resources).

Program R-12: The City shall locate new neighborhood parks near schools, wherever possible, to allow joint use of facilities.

Program R-13: The City should develop the area near the City baseball diamond for organized and active sports activities.

Program R-14: The City shall establish a schedule of capital improvements.

POLICY R-5: The City recognizes that different citizens have different recreational needs (children, elderly, organizes teams, handicapped, R.V. visitors, etc.), and in so far as resources and feasibility permit, should arrange to accommodate their requirements.

Program R-15: The City will identify and provide for the special recreational needs of less active and aged people.

POLICY R-6: Programs of cooperation with City residents and business people, neighboring cities, and County, State and Federal agencies shall be established to maintain current data required for the accurate evaluation of the City's recreational needs.

Program R-16: The City will continuously monitor the recreational needs of the community and service those needs.

Program R-17: The City will consider the recreation aspects of the 1974 Downtown Development Plan as an expression of wishes of business people and residents. The City shall also incorporate relevant Coastal Act Policies in the Downtown Development Plan.

POLICY R-7: Major natural systems of marshes, streams and historical areas should be considered as settings for community or regional parks with appropriate measures taken to protect these areas from human erosion.

Program R-18: The City shall give primary attention in park planning and management in all parks to the preservation of natural beauty and integrity of the land within their natural resource limits. Landscape design should support this concept.

POLICY R-8: The City shall make every effort to establish adequate neighborhood parks with necessary access links in developing areas.

POLICY R-9: Under utilized park land should be redesigned to improve the total system.

Program R-19: Land adjacent to the existing Baseball Park and not required for expansion of the waste water treatment facility should be held as a reserve for future organized sport activities, including a swimming pool if feasible.

POLICY R-10: The City will encourage an active recreation program.

Program R-20: The City should develop a plan for coordinated recreation opportunities throughout the community.

f. Specific Site Recreation Policies

Specific site recreation plans and programs for implementation of the recreation goals and policies are given in Table DE-3. These policies and programs are given by recreation area and by neighborhood planning area. Figure DE-2 identifies the location of the recreation areas within the City, and the numbered recreation areas on the figure are keyed to Table DE-3 for easy reference. These policies represent generalized recommendations to the Parks Commission and may be modified by the Commission with the approval of the City Council.

TABLE DE-3 RECREATION PLAN SUMMARY

MAP NUMBER	PLANNING AREA	NAME & DESIGNATION	ACREAGE	STATUS	AGE GROUP				FACILITIES	LANDSCAPING	PARKING (DIRT)	PARKING (PAVED)	PARKING (ON STREET)	BEACH ACCESS (TABLE 6)	PRIVATE OWNERSHIP	PUBLIC OWNERSHIP
					TOTS	7-12	13-17	ADULTS								
1	A	Archaeological Site	2.5	Located, undeveloped	□	□	▨	▨	○	○					●	☆
2	A	Neighborhood Park	2.5	Located, undeveloped	□	▨	▨	■	○	○		○				●
3	A	Linear Park	2	Located, undeveloped	□	▨	▨	▨	○	○		○		⊗		●
4	B	So. Palisades Park	5	Generally located	□	▨	▨	■	▲	○		○		○	●	☆
5	D	Spyglass Point Park	4	Existing-partially developed	■	■	■	■	●	▲		●	●	⊗		●
6	E	Seacliff Park	1	Existing-Natural Area	▨	▨	▨	□	●	○	●		●	○		●
7	G	Shell Beach School	4	Existing-Developed	□	■	□	□	○	⊗		●				●
8	H	Ocean Park	3	Existing-Developed	□	▨	□	■	○	▲	⊗	▲	⊗	⊗		●
9	H	Margo Dodd Park	2	Existing-partially developed	□	▨	▨	■	○	▲	⊗	▲	⊗	⊗		●
10	I	Dinosaur Caves	3	Located, undeveloped	□	▨	▨	▨	○	○		○	○	⊗	●	☆
11	J	Elmer Ross Beach	0.5	Existing, Developed	□	▨	▨	■	⊗	●		○		●		●
12	J K L	Pismo State Beach	6	Existing, Natural	■	■	■	■	⊗	⊗		⊗	⊗	⊗		●

○ Proposed
▲ Proposed with top priority

□ Limited Service
▨ Moderate Service
■ Comprehensive Service

☆ Dedicated or deed to Public
● Existing Ownership/Adequate Facilities
⊗ Existing but need improvement

TABLE DE-3 RECREATION PLAN SUMMARY
(cont.)

MAP NUMBER	PLANNING AREA	NAME & DESIGNATION	ACREAGE	STATUS	AGE GROUP: TOTS	AGE GROUP: 7-12	AGE GROUP: 13-17	AGE GROUP: ADULTS	FACILITIES	LANDSCAPING	PARKING (DIRT)	PARKING (PAVED)	PARKING (ON STREET)	BEACH ACCESS (TABLE 6)	PRIVATE OWNERSHIP	PUBLIC OWNERSHIP
13	K	Pismo Creek Parks Ira Lease (east) Mary Herrington (west)	2	Existing, Developed	▨	■	■	■	⊗	⊗	⊗	⊗		⊗		●
14	K L N' O O'	Pismo Creek Trail	5	Located, undeveloped	□	▨	■	■	○	○		○	○	⊗	●	● ☆
15	L	North Beach Day-Use Facility	2	Located, undeveloped	■	■	■	■	▲	○	▲	○		●		●
16	M	Pismo Marsh Preserve	14	Existing, natural resource protection area	□	□	▨	▨	○			○				●
17	N'	Oak Park Heights Neighborhood Park	6	Generally located for future development	■	■	■	■	○	○		○			●	☆
18	N'	Price Adobe Historical Park and Reserve	6	Generally located undeveloped	□	□	□	□	○	○	○	○			●	☆
19	N'	Golf Course	60	Located, undeveloped		□	□	■	○	○		○			●	

○ Proposed
▲ Proposed with top priority

□ Limited Service
▨ Moderate Service
■ Comprehensive Service

☆ Dedicated or deed to Public
● Existing Ownership/Adequate Facilities
⊗ Existing but need improvement

TABLE DE-3 RECREATION PLAN SUMMARY
(cont.)

MAP NUMBER	PLANNING AREA	NAME & DESIGNATION	ACREAGE	STATUS	AGE GROUP: TOTS	AGE GROUP: 7-12	AGE GROUP: 13-17	AGE GROUP: ADULTS	FACILITIES	LANDSCAPING	PARKING (DIRT)	PARKING (PAVED)	PARKING (ON-STREET)	BEACH ACCESS (TABLE 6)	PRIVATE OWNERSHIP	PUBLIC OWNERSHIP
20	O O'	Baseball Park	8	Existing, partially developed	□	■	■	▨	⊗	▲	●	○				●
21	P	Boosinger Park (Hillside Park)	1	Existing, developed	▨	□	□	□	⊗	●			●			●
22	P	Chumash Indian Site Preserve	2-3	Located Natural Area	□	□	□	□	○		○	⊗				●
23	P	Judkins Intermediate School	5	Existing, developed	□	▨	■	□	●	●		●				●
24	P	Bello St. Tennis	5	Existing, developed	□	▨	■	■	●	●			●			●
25	Q	Pismo Canyon Preserve	10	Located Natural Area	□	▨	▨	□	○	○		○	○		●	
26	Q	Neighborhood Park	3-5	Generally located Undeveloped	■	■	■	■	○	○		○			●	☆
27	Q	Neighborhood Nature Park	3-5	Undeveloped within Natural Canyon			□	□	○			○			●	○

○ Proposed
▲ Proposed with top priority

□ Limited Service
▨ Moderate Service
■ Comprehensive Service

☆ Dedicated or deed to Public
● Existing Ownership/Adequate Facilities
⊗ Existing but need improvement

TABLE DE-3 RECREATION (CONT.)

MAP NO.	PLANNING AREA	NAME	MAJOR FINDINGS	PROPOSALS	IMPLEMENTATION
1	A	Archaeological Site	Park is designated to protect archaeological.	Low use open space with low maintenance landscaping.	Part of approved development.
2	A	Neighborhood Park	Primarily for residents; should be active area.	Park should serve residents; include playground uses.	Part of approved development.
3	A	Linear Park	Designed for viewshed and access link to coast	Access via Florin St. Low maintenance landscape and open space park.	Part of approved development.
4	B	South Palisades Park	Should be a view area rather than active recreational area and serve visitors. Neighborhood areas should be separated from visitor areas. Hazards problems are severe. Paths should be set back from bluff.	Develop with fencing bluff to deter paths to beach. Include 2 accesses to beach. Low maintenance-drought tolerant vegetation. Meandering path & view points suggested. Recommended width is 50-100 ft. along top of blufftops.	Land and stairs to be deeded to City by developer. Additional requirements may be imposed as permit conditions.
5	D	Spyglass Point Park	Master Plan existing. Park under development.	See Master Plan.	See Master Plan; Grants are possible.
6	E	Seacliff Park	Existing natural area for use as view overlook.	Residents like park natural. Recommend with drought tolerant vegetation & low shrubs no trees; add stairs.	List on capital improvement program or develop as civic project.
7	G	Shell Beach School	School has grass playing fields & 2 baseball diamonds. Existing facilities seem adequate.	Beach access & bike should be coordinated with school. The facilities should be upgraded as user needs change.	Responsibility for upgrading and financing is school board's.
8	H	Ocean Park	Parking is a major deficiency; plans developed; See 1979 Access Grant Application for Master Plan.	Landscape portions not landscaped. Add stairs at Vista Del Mar Ave.	State or Federal Grants possible.
9	H	Margo Dodd Park	See 1979 Access Grant Application for Master Plan. See also #6. Cliff is safety hazard. Excellent wildlife	Pier Ave. stairs will be replaced. Benches & parking are priority. See 1979 Grant application for stairs.	Grant monies maybe available for further park improvements.

TABLE DE-3 RECREATION PLAN SUMMARY (CONT.)

MAP NO.	PLANNING AREA	NAME	MAJOR FINDINGS	PROPOSALS	IMPLEMENTATION
10	I	Dinosaur Caves	Beach access is via Pier Ave. Stairs. Potential bike & pedestrian link with Margo Dodd Park & Shorecliff Inn.	Area should be developed with drought tolerant vegetation. Paths away from bluff edge. See open space discussion.	See #4. State agency should acquire whole Dinosaur Caves area.
11	J	Elmer Ross Beach	Beach adjacent to Shorecliff Inn & City property Parking & paths are public easements.	Park is in good condi- adequate. Add parking.	No action necessary at this time.
12	J K L	Pismo State Beach	State Beach by Pier is high use area which needs major improvements to meet carrying capacity. See also Boardwalk Plan.	Repair seawall, stairs, restrooms, pier, etc. Suggest development of a Master Plan for beach as part of proposed Boardwalk plan.	City should investigate sources of funding. State has some responsibility. See State General Development Plan.
13	K	Pismo Creek Parks	Chain link fence blocks access to Creek; Barbecue pits need repair, pedestrian access inadequate. Park is extremely underutiliaed. Link with Creek Trail.	Redesign to improve park system and merge with Pismo Creek Trail. Consider turf parking for peak holiday use.	City should investigate sources of funding. State has some responsibility. See State General Development Plan.
14	K L M	Pismo Creek Trail	Potential exists for linking beach, baseball park & Price St. Adobe Park by trail along creek.	Biketrail, foottrail, natural landscape par cours track; benches are proposed. Suggest land acquisition on each side creek for service, etc. Design of links to baseball park, Adobe Park & beach is crucial & should facilitate use of these parks & enjoyable circulation up & down creek.	Through subdivision and/or planned development process certain key portions may need to be purchased. Money may come from sale of portion of Pismo Creek Parks or from access grant.

TABLE DE-3 RECREATION PLAN SUMMARY (CONT.)

MAP NO.	PLANNING AREA	NAME	MAJOR FINDINGS	PROPOSALS	IMPLEMENTATION
15	L	North Beach Day Use Facility	Day use access is needed in North Beach Camp ground. The southernmost campground could be used. Butterfly habitat is an important resource.	Parking in southend. Entrance could be in existing campground entrance. Trails link-Highway 1 & beach needed. Eventual development of park area recommended similar to El Capitan State Park; signing and parking for Butterfly area.	Under the purview of State Parks & Recreation; City should recommend minimum improvements. Coordinate with Calif. Dept. of Parks Recreation.
16	M	Pismo Marsh Reserve	Highly sensitive area. Access & use should be restricted to specific areas.	Recommend parking off 4th St. & within commercial projects, paved or red rock trails, lookout points & information center.	Under purview of State Fish & Game, City should recommend minimum improvements.
17	N	Oak Park Heights Neighborhood Park	Should be developed principally as a neighborhood park & should be oriented to all age groups with emphasis on young children & elderly.	Specific plans should be coordinated with future development plans of area.	Should be developed as PR requirements dictate.
18	N'	Price Adobe Historical Park & Reserve	This of regional significance. Adobe is a registered historical monument.	Adobe should be restored & developed perhaps as a museum and working rancho.	State, Federal, Civic & City programs should be implemented to develop this facility. State should acquire the adobe if it is not dedicated as part of future development to meet PR requirements.
19	N'	Golf Course (Proposed)	Proposed as private course but open to public.	Will be developed as part of PR Zoning.	Developed with private funds.
20	O O'	Baseball Park	Access to ball field poor & difficult to find. Grandstands need repair or replacement. Only half of area in use. Other half should be designed to meet community needs.	Improve existing facilities with emphasis on access & parking. Core facility of restrooms, drinking fountain, phone, etc., should be provided. Upgrade landscaping. Connect to Pismo Creek Trail With proper access; a recreation facility could be here.	Grants may be possible. Use of volunteer help & labor is desirable. Should be on Capital Improvement Plans.

TABLE DE-3 RECREATION PLAN SUMMARY (CONT.)

MAP NO.	PLANNING AREA	NAME	MAJOR FINDINGS	PROPOSALS	IMPLEMENTATION
21	P	Boosinger Park	Nice grassy park serving existing neighborhood. Dramatic ocean views from rock ridge; Ridge not owned by City.	The rock outcrops should be acquired & developed with natural pathways & elimination of poison oak. Rework picnic area & provide tot lot; consider drinking fountain.	Acquisition of land to be by City; Neighborhood groups may aid in construction & other improvements. Possible land trade should be considered.
22	P	Chumash Indian Site Reserve	Archaeological site of major (unknown) significance. Park should be minimally developed both to preserve site & to control use of site as a public information area.	Park should be fenced & open at specific times. Landscaping & improvements should be compatible with the tradition of of the site. A master plan should be developed.	State & Federal grants may be available. Site should be development project sponsored by local Indian groups.
23	P	Judkins Intermediate School	Existing playground area recently improved.	Should be upgraded as needs users change. Baseball fields of City could be coordinated with this facility to offset development of Chumash Indian Site as Preserve.	No action necessary.
24	P	Bello St. Tennis Courts	Facilities in City Hall; Fencing & retaining wall needs repair.	City is in process.	City funds will be used for improvements.
25	Q	Pismo Canyon Preserve	Area has scenic natural resource qualities (springs) and provides natural visual enjoyment.	If area annexed to City it should be left in natural open space use. Access via Tulare St. & other deadend streets in Pismo Heights.	Recommend to County that area be left in open space with possible easement rights given to owner for access. Area should be left in open space if annexed to City.
26	Q	Neighborhood Park	Park should be neighborhood oriented to meet future needs of Freeway Foothills areas. Park design should consider indicated improvements.	Any proposed park should also consider linkages with other nearby developments & viewshed potential. It should be linked with bike system.	Land deeded by developers through planned development process.
27	Q	Neighborhood Nature Park	Park should be natural with improved dirt path. Natural scenic qualities should be preserved.	Development limited to dirt paths and a sign marking area as trail. A picnic table could be provided at a convenient spot. Day use only facility.	Public easement required as part of public improvements.

3. ACCESS COMPONENT

The 1976 Coastal Act requires that each local government prepare a shoreline access component as part of its Local Coastal Program. The purpose of this shoreline access component is to implement the Coastal Act shoreline access policies, as given on Table DE-1, and apply them to the particular characteristics and needs of the City of Pismo Beach, thus continuing to ensure the public's right to gain access to the shoreline. The City's seven mile coastline is accessible from over 43 different locations, all of which are open to the public. Very few private accesses are located along the shoreline, none of which provide access to the beach which do not have public access provided.

a. Access Issues

There are areas along the City's coastline where access should be provided or improved. There are several different methods of providing access; public acquisition, deed restrictions, development conditions and in-lieu fees are the most utilized methods. These are described in the Appendix. Particularly applicable to the City is the private sector provision of access. Issues important to the City are provision of access using prescriptive rights, in-lieu fees or permit conditioning.

Permit Conditioning: Access can be achieved through conditioning new development permits. Using State delegated police power to regulate the use of land, cities and counties may require the dedication of public access when approving subdivisions and development applications. More importantly, the Coastal Act (Section 30212) requires that public access from the nearest public roadway to and along the coast normally be provided in new development projects. Under the Coastal Act definition of development (Section 30106), structures including a road, building, pipeline, telephone line or fence which affects access are considered development. With such a definition of development it is possible to require the establishment of public access as a condition for granting development permits for small developments or changes in existing development.

However, there is a concern for making the requirements for access reasonable and commensurate with the development, though this may not result in the desired level of improvement. For example, small developments could simply be required to not interfere with existing access, larger developments to dedicate access and commercial, industrial or large residential subdivisions to accept deed restrictions to develop and maintain public access.

In Lieu Fees: Of additional concern is how to deal equitably with development along the shoreline where access is unsuitable because of a threat to public safety and natural resources of the adjacent land use. In such instances, governments could require the payment of fees in-lieu of the dedication of access (see also the Appendix for background information). Based on legal precedent (Quimby Act, Business and Profession Code, Section 11546), fees could be charged and deposited in a local fund for securing public access in nearby areas more suitable for use. In addition, development activities which are located away from the coastline but within the coastal zone which are dependent on availability of coastal access (such a motels, campgrounds, R.V parks) may also wish to contribute an in-lieu fee to cover partial costs to locate a public access in close proximity to their establishment rather than developing the access in its entirety.

Other issues: Other issues relating to public safety, tourist versus local needs, and sensitive habitat areas affect provision of access ways. Some parts of the City have steep bluffs and rocky areas which represent a public safety hazard. Design solutions can overcome many of the public safety problems of hazardous areas. Fences along the bluff edges, stairways down steep bluffs where applicable, and handrails and signs can be built where problems are identified. However, where severe hazards exist, access should not be pursued.

An important aspect of shoreline use is the distinction between local demand versus tourist demand. Tourist demand generally may incorporate a need for overnight facilities. Private commercial enterprises provide lodging accommodations such as hotels, motels, lodges, RV parks and campgrounds. Access should be provided where lodging accommodations are available nearby.

Frequently, existing access patterns and intensities have damaged and/or degraded the optimal value of sensitive habitats and natural resources. These areas may need to be protected through the provision of signs and fences

indicating the sensitivity of the habitat. A determination of the level and type access (foot trails, restricted vehicular use, etc.) which an environmentally sensitive habitat can tolerate is an essential element for the consideration of or restriction of access.

b. General Access Goals, Policies and Programs

GOAL R-2: To provide access to the shoreline, consistent with Section 30210, 30211, 30212, 30212.5 and 30214 of the Coastal Act of 1976.

POLICY R-11: For all developments between the first public road and the ocean, granting of lateral easements to allow for public access along the shoreline shall be mandatory. In coastal areas, where the bluffs exceed five feet in height, all dry sandy beach and intertidal and subtidal areas from the toe of the bluff shall be dedicated to the City or the State Department of Parks and Recreation, whichever is most applicable. Where no sandy beach lateral access is available, lateral access shall be provided at or near the bluff top and shall be no less than 25 feet wide. Existing single-family lots on the bluff are exempted from requirements of dedication of the blufftop area.

POLICY R-12: The City, or appropriate public agency, shall determine the environmental carrying capacity for all existing and proposed recreational areas sited on or adjacent to dunes, wetlands, streams, tidepools, or any other areas designated as "Habitat Areas" by the Land Use program. A management program shall be developed to control the kinds,intensities, and locations or recreational activities so that habitat resources are preserved. The level of facility development (i.e., parking spaces, camper sites, etc.) shall be correlated with the environmental carrying capacity.

POLICY R-13: Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where protection of fragile coastal resources or adequate public access exists nearby.

POLICY R-14: Dedicated accessways shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

POLICY R-15: Parking shall be provided in conjunction with vertical and lateral accessways wherever necessary to ensure the use of the accessway and consistent with site constraints. The number of spaces should be determined by the Planning Department and should be based on safety considerations, carrying capacity of the beach or view potential, whichever is applicable, and past use of the area in question. Dedication shall not be required for such parking.

POLICY R-16: Standard sign design should be developed to assist the public in locating and recognizing major access points.

POLICY R-17: Motor driven vehicles shall be prohibited access to the beaches within the City's portion of the coastal zone except for the following purposes:

1. When performing necessary maintenance or emergency activities.

2. When conducting commercial promotional activities, providing that such activities are (1) on a short-term basis; (2) limited to the hard sandy beaches; (3) do not adversely impact marine or other coastal resources, including the habitat of the intertidal area; (4) do not interfere with pedestrian beach access and use; and (5) the area disrupted as a result of such use shall be returned to its pre-existing condition.

POLICY R-18: Development permitted in the areas reserved for public beach access or recreation shall be limited to structures and facilities designed to accommodate recreational use of the area, including but not limited to stairways, benches, tables, refuse containers, bicycle racks, and public parking facilities. In no case shall any development except public access paths and access facilities and public stairways be permitted within the bluff retreat setbacks identified in site specific geological studies.

c. Specific Area Access Programs

Specific area access programs for implementation of the general goals and policies are given in Table DE-4. These programs are given by access point and by neighborhood planning area within the City. Figure DE-2 identifies the location of these access point; the access points are shown on the figure by the number which corresponds to the access point as described in Table DE-4. Both the table and figure should be used in conjunction with the specific land use plans given in the Land Use Plan.

TABLE DE-4 ACCESS PLAN PROGRAM

NO.	PLANNING AREA	ACCESS POINT	ACCESS TYPE				CONSTRUCTION					CONDITION				SIGNING				PARKING IMPROVEMENTS							OWNERSHIP			COMMENTS
			PUBLIC STAIR	SEMI-PUBLIC STAIR	VIEWPOINT	PATH	CEMENT STAIRS	METAL STAIRS	WOOD STAIRS	IMPROVED PATH/ROAD	UNIMPROVED PATH	GOOD CONDITION	NEEDS REPAIR	NEEDS CONSTRUCTION	NATURAL ACCESS	ADEQUATE	REPLACE SIGN	NEEDS SIGN	NO SIGN NEEDS	ADEQUATE	PROVIDE SPACES	NO SPACES NECESSARY	TRASH CANS	BENCHES	DRINKING FOUNTAIN	BARRIERS	PUBLIC (OR EASEMENT)	MOTEL EASEMENT	PRIVATE	
1	A	Encanto Avenue			●						●				●				●			●		○		○	●			Should be developed as viewpoint with low-lying prickly vegetation at bluff top to deter access.
2	A	Topaz Street			●						●				●				●			●		○		○	●			Natural resource access.
3	A	Florin Street	○		●			○						○				○				●	○			○	●			Parking provided in parks.
4	B	Bluff Stair																												Fencing required to keep people off bluff. Stairs should be provided based on applicant proposals within city guidelines.
5	B	Bluff Stair	○					○						○				○			○		○	○		○	○		●	
6	B	Drainage Swale	○			○			○	○	●			○	●			○			○		○	○	○	○	○		●	See comment above.
7	B	Bluff Lateral Access				○				○				○					○		○						○		●	Coordinate with Development Plans.
8	C	Bluff Stairs		●					●				●					○		●								●		Limited Access.
9	D	Spyglass Park Stairs	○					○						○				○					○	○	○		●			Will be provided as part of Spyglass Park
10	D	Spyglass Nature Walk				○				○				○	●			○			○		○	○			●			
11	D	Seacliff Drive Easement				●				●		●						○		●							○			Shall be accept by city or state.
12	E	St. Andrews Park				●		○					●	○	●			○		●					●		●			Functions as neighborhood access.
13	F	Spindrift Viewpoint & Trail	○		●					●		●						○		●							●		●	Easements to viewpoint are public.
15	H	Vista Del Mar	○			●		○			●			○				○			○		○	●			●			Grant awarded for construction.
16	H	Ocean Park	●				●					●									○		●	●	●	●	●			Parking needs improvement.
17	H	Pier Avenue	●				●	○					●	○				○			○		●				●			Grant awarded for construction.
18	H	Margo Dodd Park				●				○	●			○					●			●				○	●			Paths need to be extended as part of park improvements.
19	I	Janowicz Path				●				●	●			○				○			○		○	○	○		○		●	There may be prescriptive rights: path extension proposed.
20	J	Elmer Ross Beach		●				●				●				●		○										●		Needs sign on Shell Beach Road.
21	J	Knights Rest		○					●				●					○		●								●		Should have public easement.
23	J	Wilmar Street	●						●			●				●					○		●	●	●	●	●			
26	K	Cypress Street	●				●					●						○		●			○				●			
27	K	Main Street				●				●		●						○			○		●				●			
28	K	Pomeroy	●				●						●			●				●			●		●	●	●			Replace pier stairs when seawall is repaired.
29	K	Pier Stairs	●					●				●				●				●							●			
30	K	Hinds Street				●				●					●			○		●			●				●			Emergency vehicle access.
31	K	Stimson Street				●				●		●						○			○		○				●			
32	K	Ocean View				●				●							○	○			○		○	○	○	●	●			Provide handicapped parking.
33	K	Park Street				●				●					●			○			○		○	○			●			
34	K	Addie Street				●				●					●			○			○		○	○			●			
35	K	Boardwalk								○				○				○			○		○	○			○		●	
36	L	RV Park		●		●			●	●		●				●		○		●			●		●			●		Signs needed at parks designating public access
37	L	North Beach Campground	●							●		●				●		○		●	○		●		●		●			Should increase parking and access for day use
38	L	Meadow Creek Trail				●				○	●			○	●			○			○		○	○		●	●			Day use facility. Improve trail for handicapped and add 150 parking spaces.
39	L & O	Pismo Creek Trail				●				○				○	●			○			○		○				●		●	Acquire access easements across private property.

NOTE: Numbers 14, 22, 24, and 25 were eliminated from the Table during the hearing process.

● Existing Public or Semi-Public Accesses

○ Proposed Public Access

(See Figure 3 for Access Locations)

The City Of PISMO BEACH

ACCESS & RECREATION PLAN & PROPOSALS

FIGURE DE-2

C. HOUSING ELEMENT

1. INTRODUCTION:

Housing opportunities in the City of Pismo Beach are affected by a variety of factors. This element will identify and analyze the existing and projected housing needs of the City and propose programs and policies which will enable the City to continue to provide a balanced mix of high, medium and low income housing and a variety of housing types for the residents of the community.

The California Government Code requires a Housing Element as one of the required sections of a City's General Plan, and it includes standards and plans for the improvement of housing and the provisions of adequate sites for housing to meet the housing needs of all economic segments of the community.

2. REQUIREMENTS FOR THE HOUSING ELEMENT

California State Law requires that each city adopt and implement a Housing Element as a guide in decision making. This Housing Element has been prepared pursuant to California Government Code Section 65302 (C), and the 1981 Legislation for the preparation of Housing Elements. Pursuant to State housing goals and policies, the State Legislature adopted a statutory requirement that each city include, as a mandatory component of its general plan, a Housing element which:

1. Consists of "standards and plans for the improvement of housing and for the provision of adequate sites for housing," and

2. Makes "adequate provision for the housing needs of all economic segments of the community."

(Government Code Section 65302 (C))

The purpose of this Housing Element is to provide the City of Pismo Beach with a comprehensive set of guidelines for decisions affecting the quality and quantity of housing within the community. The element should provide a framework for the evaluation of specific housing related projects, both public and private. It will also serve to establish a coordinated, realistic course of action for dealing with community housing concerns on a long-range basis, and recommended short-term programs for the allocation of State and Federal funding by the City for specific activities related to housing. In short, this Housing Element should be used by local decision makers, lending institutions, and developers as a tool which:

1. Identifies the City's housing situation;

2. Sets forth direction, policies, and guidelines in resolving housing issues; and

3. Provides a basis for making housing-related decisions.

Present housing problems have reached a point where local government can take a more active and effective role in working toward their solution, but it must be recognized that housing problems cannot be solved by government alone. Local government can initiate, encourage, coordinate, and assist in a wide range of efforts, involving all the people and interests concerned with housing. If such efforts are successful, housing problems will become less serious and less widespread.

3. SUMMARY OF CITY CHARACTERISTICS:

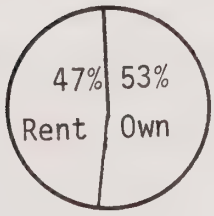
Pismo Beach is located along California's Central Coast, situated between the Pismo Foothills and the Pacific Ocean. The City runs 7 miles along the Pacific coast line. This large coastal frontage combined with a moderate climatic and small town atmosphere have made Pismo Beach an ideal tourist community. Pismo Beach's economy is based heavily on facilities such as restaurants, hotels, motels and shops which cater primarily to the tourist industry. Lacking a large economic base, the majority of residents in Pismo Beach is made up of citizens who commute to surrounding cities and also a large number of retirees. Refer to Section II in General Plan for additional details of existing characteristics.

4. CITY AND COUNTY CHARACTERISTICS PERTAINING TO HOUSING

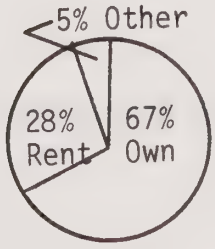
The following are summerizations of economic, social and housing conditions of the City of Pismo Beach and the unincorporated areas of San Luis Obispo County. By comparing the relationships between the two, the City has identified specific areas of concern.

a. Percentage Owner to Renter

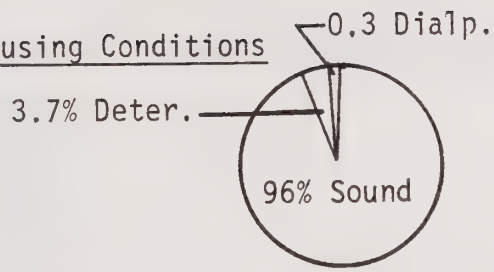
CITY OF PISMO BEACH



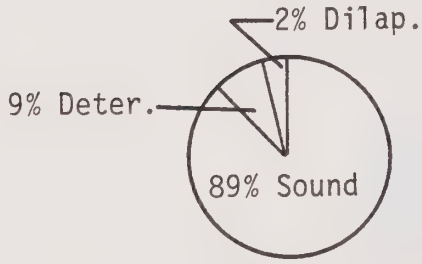
UNINCORPORATED COUNTY



b. Housing Conditions

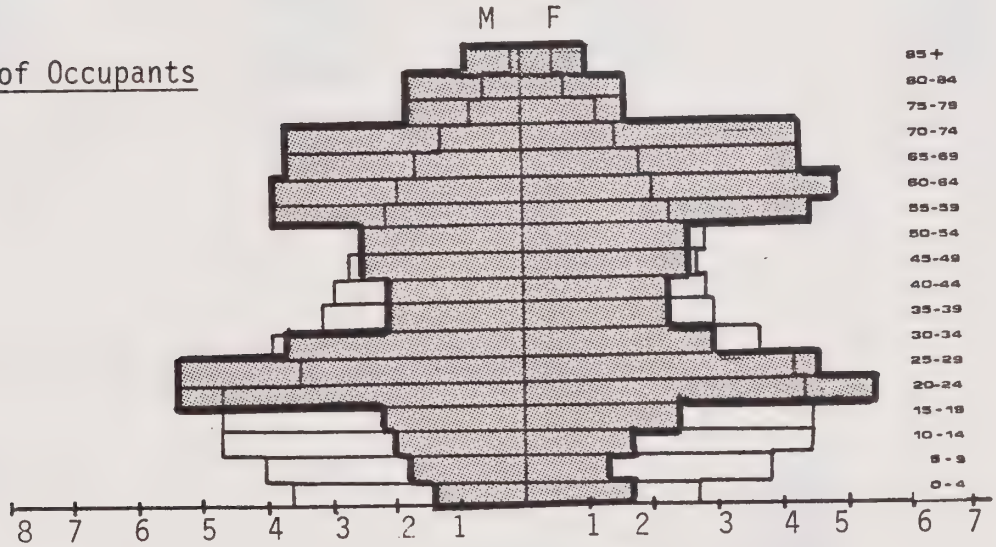


CITY OF PISMO BEACH



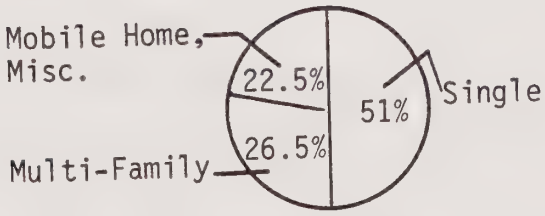
UNINCORPORATED COUNTY

c. Age of Occupants

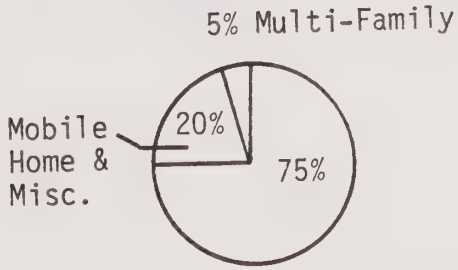


Pismo Beach State

d. Dwelling Type

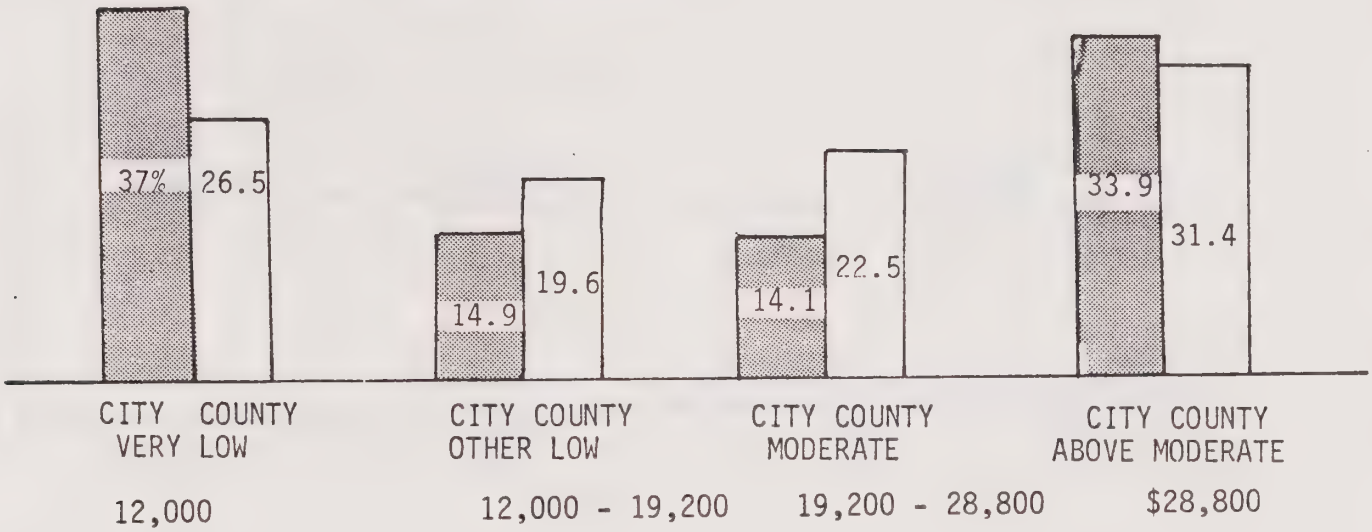


CITY OF PISMO BEACH

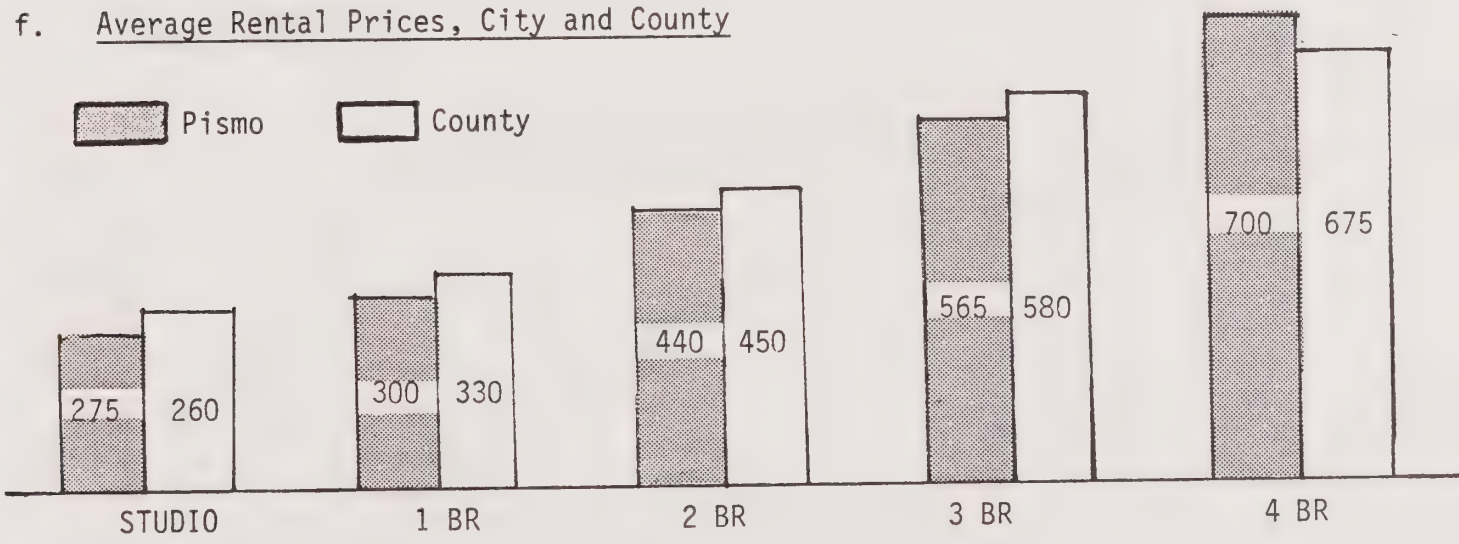


UNINCORPORATED COUNTY

e. City and County Income Distribution

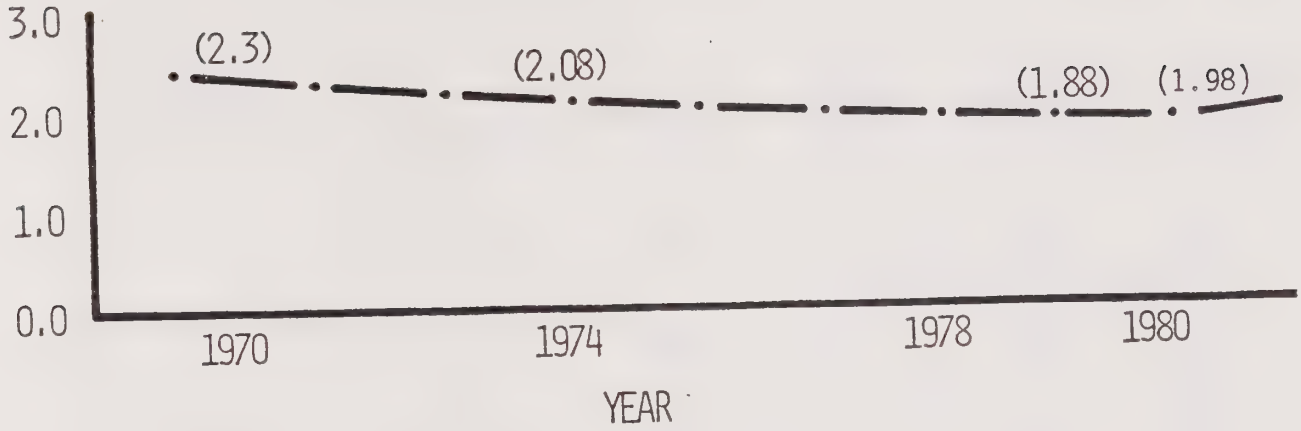


f. Average Rental Prices, City and County

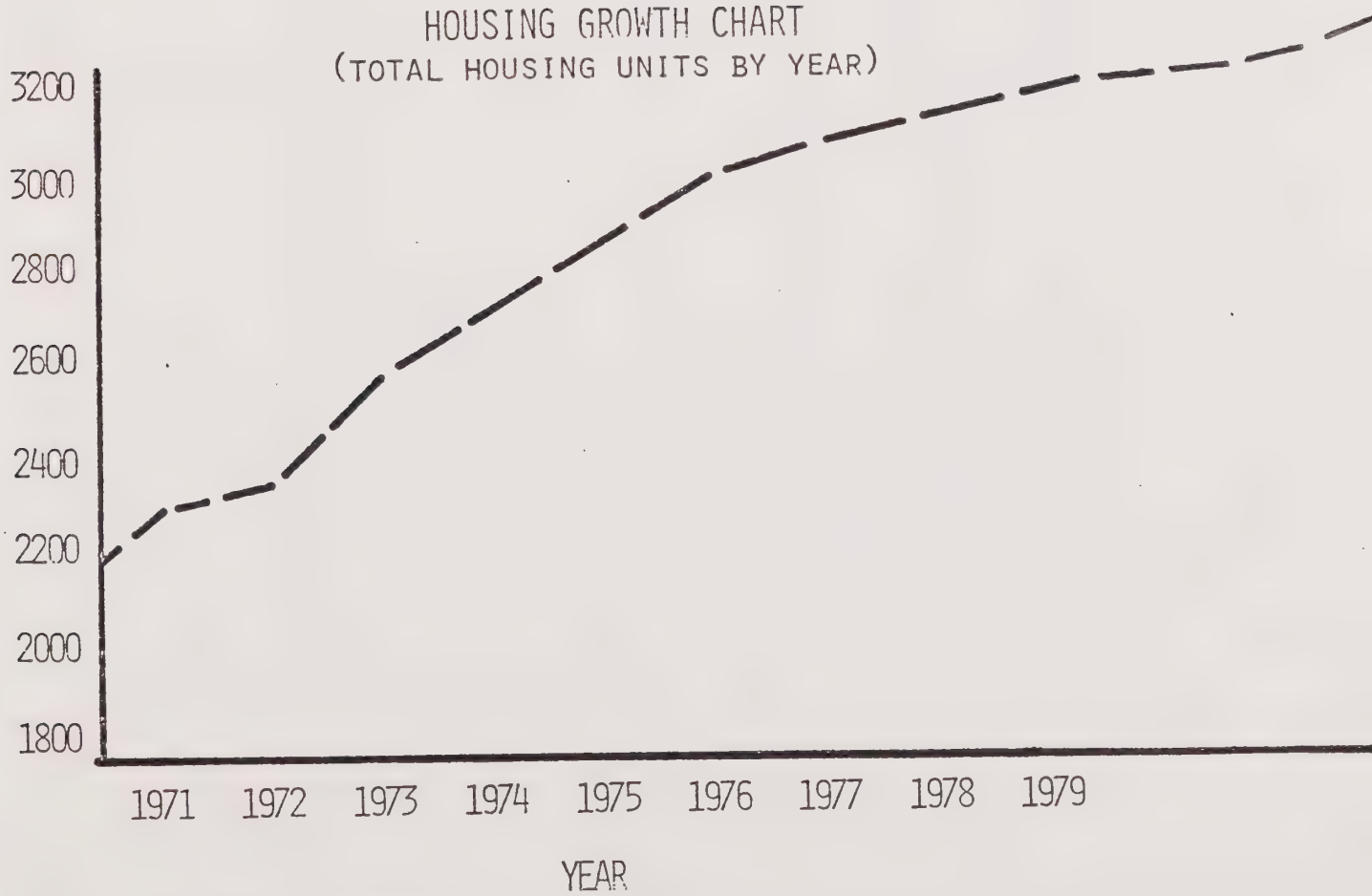


*Source: San Luis Obispo County Housing Authority

g. Number of Persons Per Household By Year



h. Housing Growth Chart



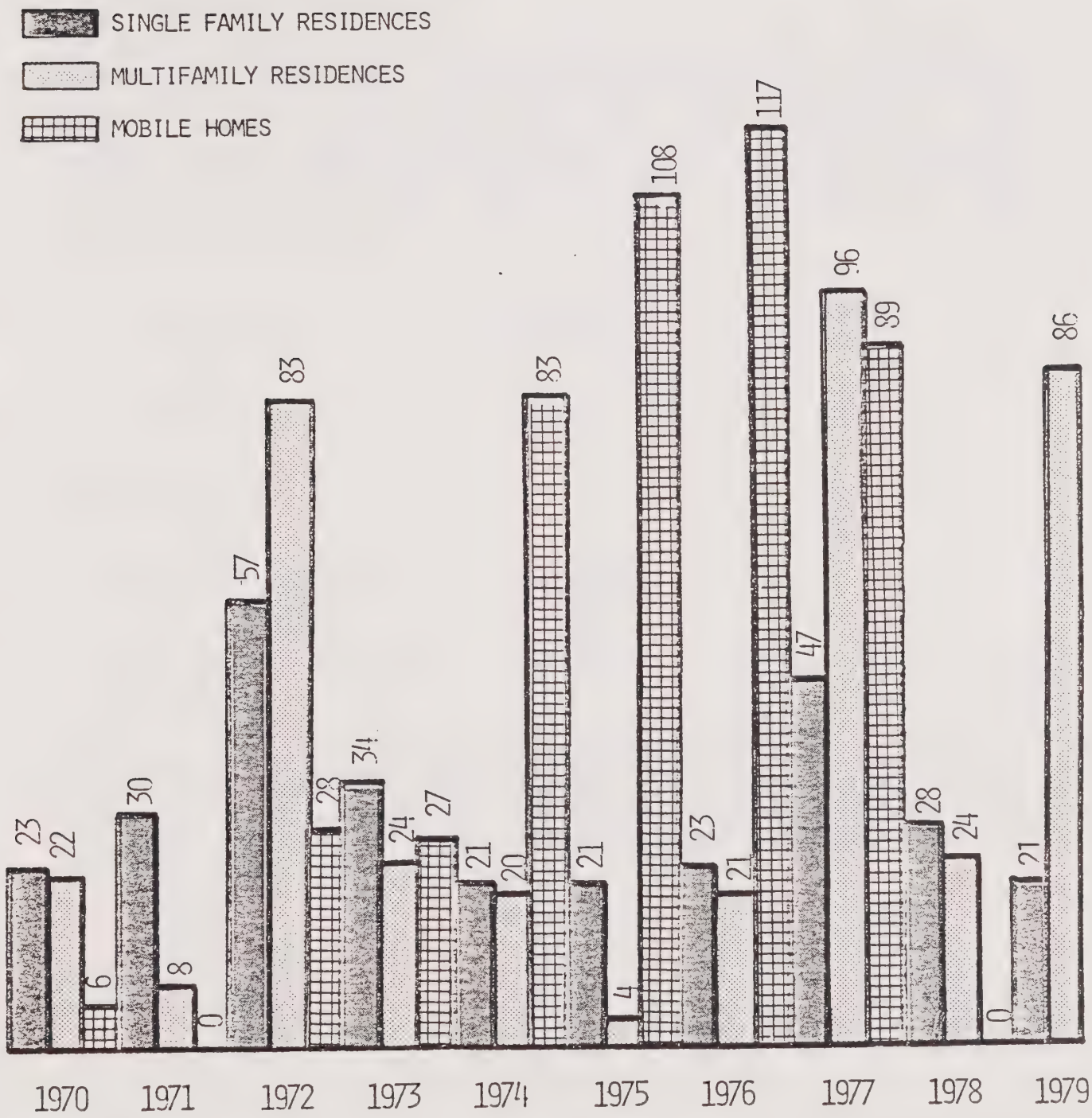
SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT, PISMO BEACH. 1980

i. Population Distribution by Housing Unit Type - TABLE DE-H-1

TYPE-UNITS IN STRUCTURE	HOUSING UNITS TOTAL	OCCUPIED	VACANT	%VACANT	POPULATION
Single	1513 (55%)	1348	165	10.91	3061 (63%)
2-4	320 (11%)	281	39	12.19	500 (10%)
5+	349 (12%)	214	135	38.68	380 (7%)
Mobile Home	406 (14%)	335	71	17.49	644 (13%)
MISC.	149 (5%)	142	7	4.70	239 (4%)
TOTAL	2737 (100%)	2320	417	15.24	4824 (100%)

Source: 1974 Special Census

HOUSING STARTS



SOURCE: COMMUNITY DEVELOPMENT DEPARTMENT, PISMO BEACH. 1980

5. BACKGROUND HOUSING INFORMATION

a. House Hold Characteristics

The detached single family house is the predominant form of housing in Pismo Beach. Of these units, 60% are either Mobile Homes or small (1,000 sq.ft.) dwelling units situated on substandard lots. These single family dwellings provide the base of the City's affordable housing units. With the high cost of developing new residences, the majority of projects proposed in the City have been higher density planned residential developments. There has also been an increase in the number of upper class, single family residential units in the City.

Single Family Units	Mobile Homes	Total Units
1,734	604	2,338

Two to Four Units	Five or More Units	Total Units
426	470	896

Source Updated by Building Permits From 1974 Special Census using 1983/84 data

Total Units	3,234	
Other Misc. Units		+ 149
TOTAL UNITS		3,383
Less Vacant Units		615
Total Occupied Households		2,768

b. Occupancy Status

Pismo Beach has a large (47.2%) percentage of rental units in comparison to other cities in San Luis Obispo County. This is primarily due to Pismo Beach's tourist orientation and high rate of absentee ownerships. The large number of lower cost rental units makes Pismo Beach one of the more affordable coastal cities to live in the county.

	TOTAL OCCUPIED	OWNER OCCUPIED	RENTER
Households	2704	1429	1275
Percent	100%	52.8%	47.2%

DATA: 1980 Census

c. Vacancy Rate

VACANCY RATE

Total Units Vacant Units	Vacant Units for Sale	Vacant Units Available for Rent	Vacant Occasional Use
615	22	76	425

These figures indicate a total vacancy rate of 16% of which the total for sale or rent is 3.8%.

1980 Census

Currently 76% of all the vacant housing units in Pismo Beach are used for either summer or weekend occupation. These units are therefore not considered available to the market as year round rental units. However, if future economic conditions decline, it may become necessary for the owners of secondary (Vacation) housing to place these units on the market as permanent housing stock.

d. Housing Costs

Median Housing Cost $135,000

Source: 1983 Pismo Beach Housing Survey (Survey from Real Estate Companies)

The majority of rentals in Pismo Beach consist of the one and two bedroom units. According to San Luis Obispo Housing Authority most rentals in the City of Pismo Beach can be obtained from $300 to $440 per month. Since the City has nearly 50% of its units available for rent, Pismo Beach is affordable to a great variety of income brackets.

The average rental cost for housing in the City is considered quite affordable for all but the lowest income bracket.

Average Rental Per Bedroom

	CITY	COUNTY
Studio	$275	$260
One Bedroom	$300	330
Two Bedroom	$440	450
Three Bedroom	$565	580
Four Bedroom	$700	675

Source: San Luis Obispo Housing Authority (1983 Current Renters)

Despite the City's prime coastal location, housing costs in Pismo Beach are relatively comparable to other areas of the county. This is primarily due to the large number of houses which are situated on small (4000 sq.ft.) lots. However, the cost of housing throughout the City is still out of the reach of most low and moderate income residents.

When looking at the above figures, it should be understood that these rents have been taken from rentals from last year. In comparison, the following figures indicate that those units which have recently been on the market are substantially higher, indicating that the average rents in the future will be substantially higher.

	FIVE CITIES	CITY OF SAN LUIS OBISPO
Studio	323	344
One Bedroom	372	365
Two Bedroom	508	504
Three Bedroom	768	675

Source: Classified Computer

e. County Income

In order to determine the amount and type of housing which is needed in the community, there must first be an understanding of the relationship between a buyers income and the purchase price of a house.

According to the San Luis Obispo County Area Council of Governments, they define income groups based on a four person household. With the 1984 median county income at $24,000, for a family of four, these income groups are as follows:

A. Very Low Income: Less than 50 percent of the County median income, or less than $12,000* annually.
B. Low Income: 50 to 80 percent of the County median income or $12,000 to $19,200* annually.
C. Moderate Income: 80 to 120 percent of the County Median Income or $19,200* to $28,800* annually.
D. High Income: Greater than 120 percent of the County Median Income, or greater than $28,000* annually.

*Figures defined by the Department of Housing and Urban Development.

TABLE DE-H-2

AFFORDABILITY INDEX
(1983)

Income Category	FAMILY SIZE (PERSONS) 1	2	3	4	5	6
VERY LOW (50% of Median)	less than 8,400	less than 9,600	less than 10,800	less than 12,000	less than 12,960	less than 13,920
OTHER LOWER (50%-80% of Median)	8,400 13,440	9,600 15,360	10,800 17,280	12,000 19,200	12,960 20,736	13,920 22,272
MODERATE (80%-120% of Median)	13,440 20,160	15,360 23,040	17,280 25,920	19,200 28,800	20,736 31,104	22,272 33,408
ABOVE MODERATE (120% and above)	20,160+	23,040+	25,920+	28,800+	31,104+	33,408+

	FAMILY SIZE (PERSONS) 1	2	3	4	5	6
MEDIAN INCOME LEVEL	16,800	19,200	21,600	24,000	25,920	27,840

	FAMILY SIZE (PERSONS) 1	2	3	4	5	6
STATE OF CALIF. FAMILY SIZE ADJUSTMENT FACTOR	0.70	0.80	0.90	1.00	1.08	1.16

The increase in the median county income from a 1980 figure of $16,700 has enabled the residents of the City more chance to obtain a wide range of housing opportunities in Pismo Beach and along the Central Coast.

f. Purchase Price

Todays housing market is a difficult one for the "average family" to enter into financially. With most lending companies requiring a 20% down payment on the purchase of a house, a substantial sum of capital outlay is required. However, this is not the only major consideration for providing affordable housing. An additional factor involves the amount of money per month a family must pay for the house in relation to their annual income.

The following table shows an approximation of these figures based on a 20% down payment with a 12-3/4% annual interest.

INCOME TO AFFORDABILITY TABLE DE-H-3

Source: San Luis Obispo County Housing Element

$ Purchase Price	$ Monthly Payment	Percentage of Yearly Income Required 25%	30%
50,000	434.68	20,865	17,370
55,000	478.15	22,951	19,107
60,000	521.62	25,038	20,863
65,000	565.09	27,124	22,602
70,000	608.56	29,211	24,318
75,000	652.01	31,297	26,055
80,000	695.49	33,384	27,817
85,000	738.96	35,470	29,555
90,000	782.43	37,557	31,266
100,000	869.36	41,729	35,774
135,000	1161.00	55,728	46,440

g. Housing Conditions

Much of Pismo Beach's original housing stock, located in the downtown area, was constructed in the 1930's. It primarily used as secondary homes and for recreational purposes. Additionally, the Shell Beach area consists of units which were chiefly constructed in the 1940's and 1950's. (Overall, about 75 percent of the existing housing was constructed before 1970, and at least 50% of those were built prior to 1940.)

Although the age of the housing stock often indicates potential for the deterioration of structures, Pismo Beach has not found this to be a problem. This is due primarily to two trends which are occurring in the City. The first trend deals primarily with units in downtown. This area has undergone zoning changes which now allows for greater densities. Therefore, when units are found to be dilapidated, most are demolished and replaced with medium or high density units. However, in Shell Beach rather than destroying the existing units, many homeowners have found it economical to refurbish the older homes in the area.

Housing Conditions--City of Pismo Beach

Condition	Number	Percent
Sound	2,411	96%
Needs Rehabilitation	94	3.7%
Dilapidated	7	.3%
TOTAL SURVEYED	2,512	100 %

While the majority of the City's housing is sound, there are some units which do not meet current code requirements and/or do not provide safe and sanitary accommodations. Since the above survey was taken approximately 20 units have been abated. Because of the small size of Pismo Beach, it is possible for the City to work individually with the owners of these dilapidated units to help correct this situation.

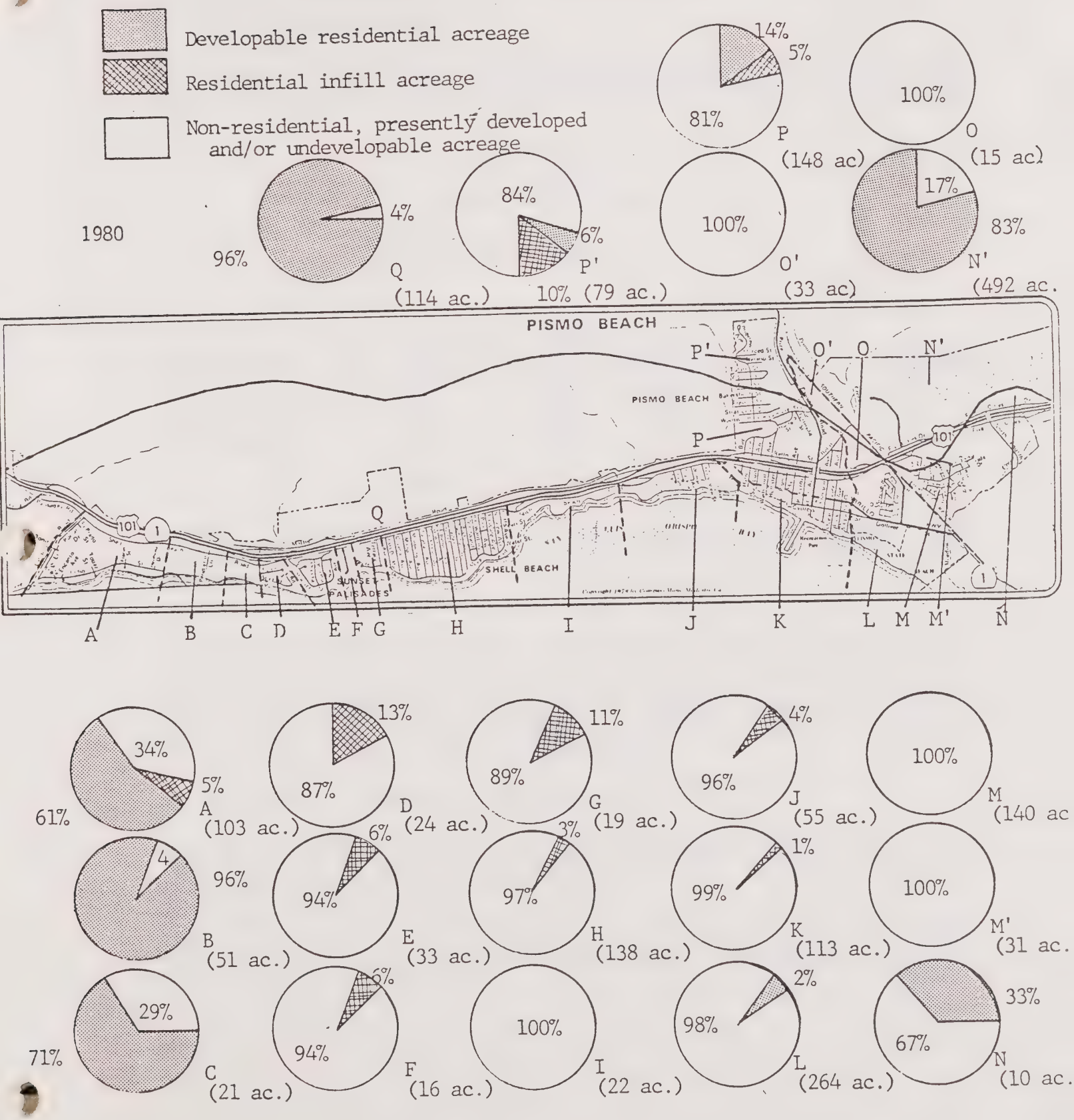
h. Inventory of Land Suitable for Residential Development

The City of Pismo Beach is divided into 22 planning areas, with the majority of the existing and future housing stock located in the following areas; Sunset Palisades, South Palisades, Shell Beach, Oak Park Heights, Pismo Heights, Pismo Heights and Freeway Foothills.

Currently, most developable land in Pismo Beach is adequately serviced with sewer and water mains. Major exceptions are in the Oak Park Heights area and Freeway Foothills. However these areas have recently been approved for major commercial and residential development, and services such as sewer, water, power and streets shall most likely be provided for through the developers of the area.

A detailed description of each of these areas can be found in Section IV-F of the General Plan. (Table LUP-2)

RESIDENTIAL DEVELOPMENT POTENTIAL



6. SPECIAL CONCERNS

a. Fair Share Allocation

The purpose of the Fair Share Allocation figures are to evaluate the City's responsibility for addressing the diversified housing needs of the City.

TABLE DE-H-4

FAIR SHARE ALLOCATION

Estimated Households by Income Group

	Households (Occupied Units)			Percentages	
Income Group	1983	1989	1990	1983	1989/1990
Very Low	940	996	1,016	33	30
Other Lower	399	498	508	14	15
Moderate	713	664	677	25	20
Above Moderate	798	1,163	1,185	28	35
Total	2,850	3,321	3,386	100	100

**Definitions of Income Groups are listed in County Income Section. These figures are defined by the Department of Housing and Community Development.

As the above figures indicate, Pismo Beach is currently supplying more than its share of "very low income" housing throughout the City. Therefore in accordance with the Fair Share Recommendation Plan, the City has formulated goals and objectives geared primarily to provide additional "other lower" and "moderate" income opportunities, while continuing to provide "very low" and "above moderate" units.

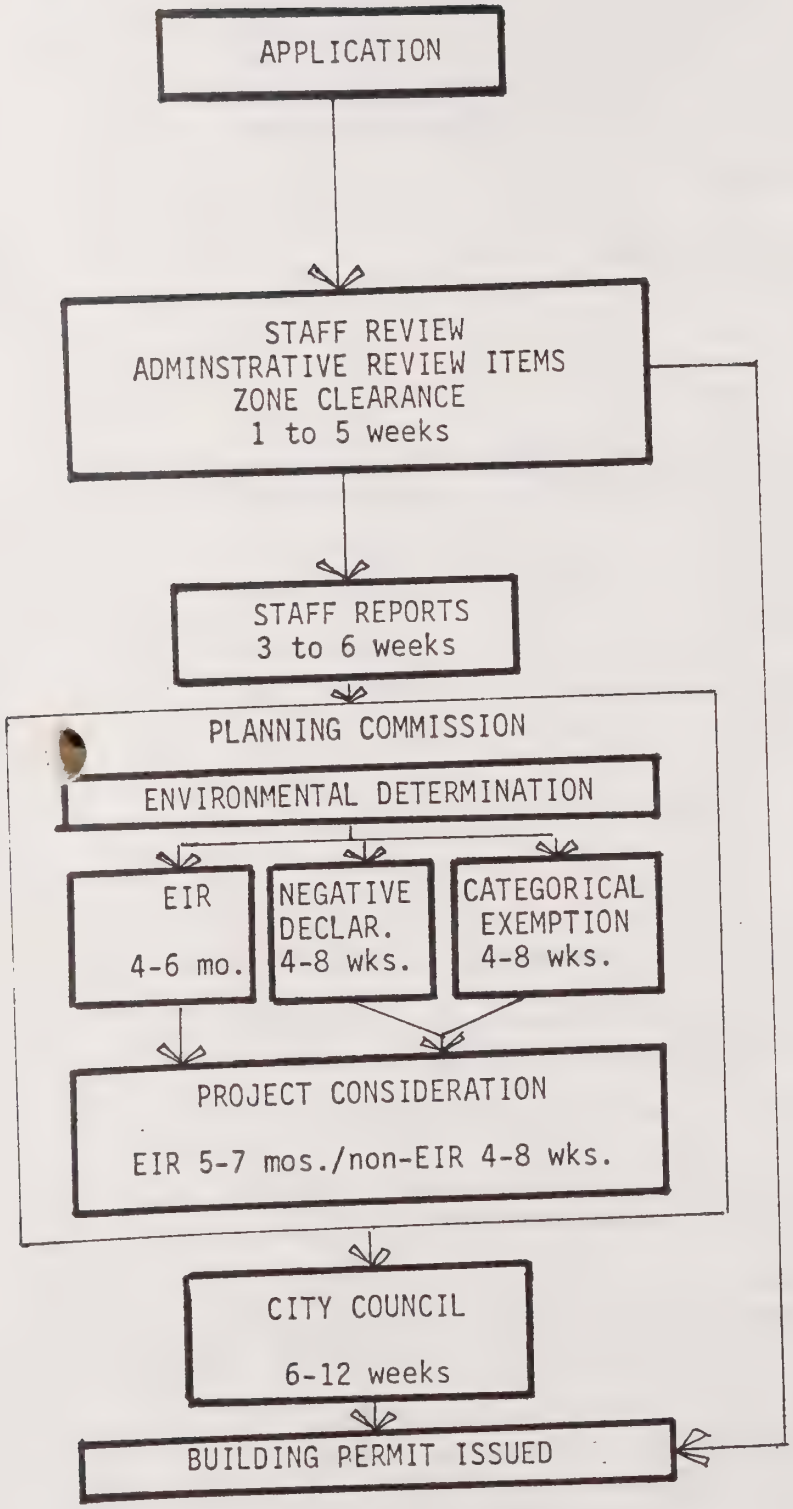
b. Governmental Processes and Regulations

In order to assure that existing and proposed housing in the City will be safe, there exists standards and procedures which a developer must adhere to before a project can be constructed.

Diagram AAA gives a description and a time table of the City's development review process. These steps ensure that proposed developments in the City address the public's concerns.

DIAGRAM AAA

BUILDING PERMIT PROCESS



- Developer presents 2 sets of floor and plot plans with elevations for single family and R-2 developments to the Planning Department. Subdivision applications require 16 sets and all others generally 13 sets. An application and initial fees are also filed at this time.
- The Planning staff reviews the plans to see that they meet the requirements of their particular use zone according to the City's Zoning Ordinance. If the requirements are met in R-1 and R-2 areas and no Coastal Permit is necessary, a zone clearance is issued. All other zones require Planning Commission approval.
- Staff reports are prepared regarding the findings on development conditions and other recommendations.
- The Planning Commission will, upon receipt of development plans, look at the environmental determination for the project.
- The Commission will require either an E.I.R., Negative Declaration or Categorical Exemption status be filed. Projects categorically exempt from EIRs would not have to file for a negative declaration.
- Project consideration by the Planning Commission would occur after the environmental determination. If the project is approved, the project may have to meet certain specific conditions.
- Appeals of any Planning Commission projects are heard by the City Council, as well as most P-R zone projects, zone changes and General Plan amendments.
- The building permit is issued by the Building Department and signifies that construction may begin.
- Note: all dates are from the date the application is received, and are very approximate.

Although there are several processes a project must progress through before a development permit is granted, the City recognizes that time is money to a developer. If the process time for a development permit is excessively long this may in turn cause the price of housing to rise in a development and throughout the City. In order to ensure that the processing time of development proposals in the City are comparable to the surrounding cities in San Luis Obispo County the Community Development Department conducted the following survey in September of 1983.

TABLE DE-H-5

TABLE OF AVERAGE PROCESSING

	TYPE OF APPLICATION				
	CUP*	Variance*	Tentative Tract*	Specific Plan*	Plan Ck. Bld. Per.
Grover City	2-6 wk.	2-6 wk.	2-6 wk.	(none)	5 days
San Luis	5-7 wk.	2-3 wk.	2-3 mo.	4-6 mo.	4-8 wk.
Atascadero	2 mo.	2 mo.	2½ mo.	(none)	3-4 wk.
Morro Bay	5-10 wk.	5-10 wk.	5-10 wk.	---	***
San Luis Co.	1-2 mo.	4-8 wks	3-5 mo.	6 mo.	2-5 wk.
Pismo Beach**	5½ wk.	6 wk.	4½ wk.	3 mo. (1 only)	4-5 days

*Provided that an Environmental Impact Report is not required

**Actual calculated average since January 1, 1983. Other City's were based on estimates of their staff.

***Building Permits in Morro Bay are only issued quarterly.

These figures indicate that the processing time of applications in Pismo Beach is commensurate with the rest of the County.

Development Processing fees should pay for the City Processing Costs. To ensure that the fees are appropriate, the City Council shall review the fee schedule on a biannual basis and make adjustments accordingly.

In order to insure that the growth of the City occurs in an orderly manner, the Land Use Element calls for specific Land Use Controls. These insure that the "Best Use" of the Land and the City's Resources are realized. Since the City and its residents are living in constantly changing conditions, these controls and the housing element shall be reviewed every five years and updated in 20 years.

c. Growth Management

The City's "Growth Management Program" is essentially a building allocation system. What this ordinance does is regulate residential construction at a rate the City can accommodate such development.

The City's rationale behind "Growth Management" is to continually review critical resources that are consumed most rapidly in residential construction. More specifically the City's water resources have a recognizable cap that the City will ultimately reach (early 1990). The allocation system established in the growth ordinance is a reasonable approach to allowing another ten to fifteen years of residential construction at what has been our experience to be a historical rate of 3%.

Likewise, the City's wastewater treatment facility and it's current and projected capacities must be coordinated with a reasonable annual residential increase rather than episodic residential construction that fluctuates within the economic climate.

The City's Waste Water Treatment Plant, several years ago, utilized the last available federal expansion funds and because of that the City has had to plan future expansions around fees that the City was impowered to collect. In an effort to minimize uncontrolled demand on this facility the growth control building allocation system was initiated to ensure orderly and predictable demand factors rather than, as mentioned earlier, erratic construction in demand.

The 3% limitation created in the ordinance was as much a response to historical trends over the last twelve plus (12+) years as any other single factor. This limit however, would probably be better described as a milestone at which planning for infrastructure and resource demands can be pointed. This is to say that within the legislation of the growth allocation ordinance the City has unbridled flexibility in essentially averaging growth over a five (5) year span, the current year plus two (2) years past and into the future to ensure an overall averaged growth rate. Slow construction years can be brought forward as a bank or surplus of available allocations for future years, again provided the surplus does not become so large that it cannot be accommodated from a resource standpoint.

These regulations are only applicable to new residential construction. In addition, proposals for lower cost and affordable housing developments are exempted from the allocation process. The net effect over the course of the last two (2) years (years in which the ordinance has been in effect) has been to see the planning for an initial construction of lower cost residential units ($75,000 - $90,000 range) in excess of 250 units.

d Beach Community

Pismo Beach's Central Coast location and mild climate have made it popular for both permanent and vacation home owners. The great demand for housing

has caused the supply of available housing to become priced higher than inland, less desirable areas.

The City's desirable geographic location has caused land prices to rise and to contribute to a higher percentage of the total cost of housing. Also, Pismo Beach is one of the few Coastal Cities with buildable vacant residential land which further enhances the demand for housing and therefore also increasing housing costs. An undeveloped lot in the City costs approximately $45,000 to $200,000 with an average of $70,000. (1983 figure).

Other factors that raise land prices include:

1. Economic attractiveness of land development;
2. Government restrictions and processes;
3. Scarcity of buildable land;
4. Competition for desirable locations.

e. Temporary Rental Demands

The high temporary demand for rental units in the City is forcing rental prices up. The major factor is due to the temporary construction workers at the Diablo Canyon Nuclear Power Plant. Even prior to this influx of workers, Pismo had a relatively low rental vacancy rate. In August 1983 over 7,000 workers were at Diablo. These workers are highly paid and able to afford higher rents. Since Pismo Beach is situated so close to the plant, it has become a prime location for workers to live. Subsequently, landlords have capitalized on this high demand by charging higher rents.

Another factor in temporary rental demand is college student housing. Students generally live in groups and are able to afford higher rents by splitting the costs. Currently there are over 200 students living in Pismo Beach.

The problem with temporary rentals is that prices are artificially stimulated to higher levels. When temporary residents leave Pismo Beach, vacant rentals tend to remain at the elevated prices. These escalated rents are not affordable to the "average" families looking for permanent residences. In time, market forces may push rental prices back down; however, other factors such as offshore oil development and an increase in the student population may keep the rental market inflated.

f. Special Housing Needs

The City has one of the highest percentages of elderly citizens in the State. Twenty-three percent (23%) of the City's population is over 60 years of age and 1,515 (January 1984) citizens receives Social Security Benefits. The following section will identify the needs of these citizens.

i. Housing for Elderly

There are special needs to accommodate senior citizens. There are three general categories under which the majority of the elderly citizens can be classified:

- The first category consists of those elderly citizens who are retired, own their own homes and have incomes in addition to social security benefits. The majority of these residents are able to make ends meet and are not having financial hardships. Since their housing costs do not change radically from year to year.

- The second category are the elderly citizens who are on a fixed income, yet rent their homes or apartments. These units are subject to price fluctuation which can lead to financial hardships for the elderly.

- The third group of elderly citizens are the new residents on fixed income who are seeking to move into Pismo Beach. It is important that the City provide lower cost housing opportunities such as smaller and less expensive single family dwellings and condominiums, mobile homes and affordable rentals units. These measures will help to make it possible for these residents to live in Pismo Beach.

ii. Handicapped

With the elderly citizens comprising the majority of handicapped residents, programs to ensure the health, safety and welfare of these citizens will be undertaken. Housing should be designed to accommodate the special needs of the handicapped, such as providing accessible housing near community support facilities. (New Standards to be effective September 15, 1985.)

iii. Limited Mobility

Many elderly citizens also have limited mobility. Their problems are not quite as severe as those that are handicapped, a person with limited mobility cannot get around as easily as most people. Steps and curbs can prove to be a hazard. Stairs may be viewed as an obstacle. The City needs to take these into consideration when reviewing housing projects for the elderly or street and public service improvements.

7. HOUSING GOALS, POLICIES AND PROGRAMS

a. Goals

The basic aim of the City is to provide safe, sound and affordable shelter for all residents. The following goals stress this aim as well as the

Coastal Act's aim for protection of housing opportunities for low to moderate income households within the Coastal Zone.

GOAL HE-1: To provide opportunities for safe and sanitary housing in a satisfactory environment for all persons in the planning area, regardless of race, age, sex, marital status, ethnic background, income or other arbitrary factors.

GOAL HE-2: The City will develop a balanced residential environment with access to employment opportunities, community facilities and adequate facilities.

b. Policies and Programs

Policies and programs for implementation of policies have been developed as a result of the problems identified in the previous sections of the report. The policies are intended to guide both public and private actions in achieving Pismo Beach's housing goals.

AFFORDABILITY

Problem: The City has experienced rapid increases in housing costs due to factors such as increased labor and materials costs, rising interest rates, increasing cost of land, and the limited supply of units in desirable coastal areas.

POLICY HE-1: The City will assist and encourage the private sector of the housing industry to develop affordable dwelling units for all economic groups by developing appropriate plans and guidelines. Particular emphasis should be focused upon low to moderate income families.

Program HE-1: The City will provide incentives, particularly in the Coastal Zone, to developers who offer low and moderate income no frills housing. Example of incentives: increased density, reduction of required amenities, modified street lighting requirements, modified sidewalk requirements in new developments (depending on development location) reduced growth management requirements, and other incentives which do not directly affect the health, safety, and welfare of the City.

Program HE-2: The City Building Department, Engineering Department, and Planning Department will review existing building regulations to determine if modifications to these requirements will reduce construction costs; and if so, they will recommend to the City Council that appropriate changes be made to these requirements. An example of such a change might be the allowance of zero lot line setbacks.

Program HE-3: The City Planner will recommend, for action by the City Council, changes to the building permit procedure which will

streamline the procedure and which will reduce costs associated with delay. These changes must still fulfill the State and local laws for governmental review and public involvement in the decision-making process. Examples would be the streamlining of permits for individual single-family units and remodels, for subdivisions and for reorganization of the environmental review process in order to consolidate City review efforts.

Program HE-4: The Planning Department shall provide applicants with a list of permit requirements, including Local Coastal Program requirements, and an estimated schedule for project processing, in an effort to reduce administration and processing time.

Program HE-5: Planned unit developments and additional moderate and high density development shall be encouraged by maintaining zoned land for these uses.

Program HE-6: Modular units shall be encouraged in moderate and high density zones by providing developer incentives. These units shall be subject to architectural review.

Program HE-7: The City will act as the advisory center to help eligible applicants and developers obtain funding for rental and home-owner assistance programs.

AVAILABILITY:

Problem: There is often not enough available housing of all types within the City. Single-family housing has been the most readily available. Shortages occur particularly in rental units of all types: apartments units, and mobile home spaces. Vacant land is available throughout the City for new housing, as well as within existing neighborhood areas.

POLICY HE-2: The City shall encourage and assist the private sector to construct and finance lower cost housing, including both ownership and rental units. The City will particularly encourage development in the neighborhood areas within the Coastal Zone and discourage but not necessarily disallow all annexations to the City until conscious effort has been made to infill vacant land within the City.

Program HE-8: The City will strive to meet the City's Fair Share Housing Allocation as defined by the San Luis Obispo Council of Governments.

Program HE-9: The City will give priority to infill areas for City services. Examples include undergrounding of utilities, priority service of limited sewer capacity, priority for street and sidewalk improvements, City-sponsored transportation programs, park improvements, etc.

Program HE-10: The City Council should designate those areas outside the City limits which are suitable for annexation.

PROVISION OF LOW COST HOUSING

Problem: There is not enough Low to Moderate income cost housing available within the City to meet the City's projected need.

POLICY HE-3: The City will implement programs which will make available low cost housing affordable to the City's work force and future residents.

Program HE-11: A density bonus will be considered for the construction of units which are deemed to be affordable to low and/or moderate income families. A density bonus in excess of the specified General Plan density range may be granted for low and/or moderate income housing. In no event may the percentage of the bonus exceed the percentage of low to moderate income housing in the project.

Program HE-12: The City will develop City guidelines for cooperative housing. This effort will be coordinated with the State Department of Housing and Community Development. Funding for cooperative housing will also be investigated as part of this work effort. The cooperatives will include as requirements, mechanisms for stabilizing housing costs giving housing opportunities for lower income families.

Program HE-13: The City shall request funds paid to the Coastal Conservancy be spent in the City in order to purchase or subsidize low cost housing units. The City will work in conjunction with the Housing Authority to determine eligible applicants. Shared appreciation between the City and the occupant shall also be considered.

Program HE-14: The City will continue to encourage low cost housing through existing flexibility in zoning standards such as reduced sideyard setbacks, parking in sideyard setbacks, rezoning areas to higher densities.

ASSISTED HOUSING

Problem: The City has approximately 1024 households that can qualify for housing assistance of which 32 Housing Authority households are receiving Housing assistance. Currently federal funding is not sufficient to provide for the amount of assistance requested, nor is private enterprise able to meet the needs, particularly for households with very low and low incomes. The City, as mandated by the Housing Guidelines and requirements for a Housing Element, is responsible for attempting to meet their regional fair share housing as allocated by the County Area Council of Governments.

POLICY HE-4: The City will continue to take an active role in providing for housing assistance in order to strive to meet existing City needs and fair share housing needs. New construction of assisted housing shall be given a high priority. Existing housing, where suitable and available should also be utilized to provide additional assisted housing. Subsidized housing programs will be provided dependent upon available federal funds, and development of this housing will be made available to those who qualify as low or moderate income families or individuals.

Program HE-15: The City will strive to make available surplus government property suitable for low to moderate income housing to the Housing Authority at cost for use in housing assistance programs.

Program HE-16: Developers desiring to participate in the Housing Assistance programs will be given incentives in the form of reduction of amenities required, density bonuses, etc. The City will develop guidelines for incentives.

Program HE-17: The City will coordinate rental assistance efforts with the Housing Authority. The San Luis Obispo Housing Authority has the responsibility to apply for any available funds.

Program HE-18: The City shall join the San Luis Obispo Housing Authority within one year of Housing Element adoption.

The following are some federally funded rental assistance and home ownership programs we participate in. These include:

A. Section 8 - Existing Units: A rent subsidy program for eligible households that assists with rent payments applicable to existing buildings.

B. Section 8 - New Construction: A rent subsidy program that assists eligible households with rent payments in HUD approved newly constructed projects.

C. Section 202 - A financing mechanism for multiple family rental units for elderly and handicapped. The program is used together with Section 8 new construction rental assistance payments.

D. Section 265 - A home ownership program that provides reduced interest rates to qualifying households.

E. Section 312 - Housing rehabilitation loans for appropriate areas.

F. Conventional Public Housing - A program that provides HUD financing to LHA's to amortize revenue bonds used to construct publically owned housing for low income households.

G. California Housing Finance Agency - This State agency has a HUD "set aside" of Section 8 units (new construction) and provides financing for their construction.

H. Any other new source of funding provided by local, County, State of Federal agencies.

I. Community Development Block Grants: This provides funds for Community Development activities.

EXISTING HOUSING CONDITION

Problem: While most of the City's housing is sound, some does not meet code requirements or does not provide safe and sanitary accommodations in a satisfying environment.

POLICY HE-5: The City will strive to preserve the existing housing that is in good condition. Where possible, steps will be taken to upgrade or replace on a one-to-one basis those units in the City that are deteriorating or dilapidated and which are a threat to the welfare and safety of the occupants.

Program HE-19: The San Luis Obispo Housing Authority will coordinate a program in conjunction with the local high school and county-wide colleges to provide properly supervised labor for minimal cost maintenance and repair projects for households which would not, due to physical problems, age, and/or income shortage, be able to have such work done.

Program HE-20: The City will investigate and encourage federal interest-subsidy programs for home improvement loans for eligible projects and participants.

Program HE-21: The City will encourage educational courses on self-help repair and construction.

Program HE-22: Demolition in a residential zone shall normally not be permitted unless the cost of repair/rehabilitation of the unit exceeds 50 percent of the structure's current market value or constitutes a hazard as unsafe or unsanitary housing. In the event units in residential zones are demolished for other than the reasons cited above, the construction of at least one new unit, or the payment of in-lieu fees shall be required for every unit demolished consistent with current zoning. Eligible tenants of units demolished shall be given priority for available public housing assistance.

Program HE-23: The City shall take the steps necessary to assure that accidentally demolished or accidentally destroyed single-family residences can be replaced on the original footprint.

Program HE-24: The City will establish a plan and be the advisory center for assisting eligible applicants in acquiring funds for the rehabilitation or repair of residences.

COORDINATING WITH OTHER LAND USES

Problem: Housing is often developed in locations which require long or unnecessary trips to shopping, work or play areas. Housing should complement shopping and service land uses. Housing should be developed in close proximity with convenience shopping, recreational land uses and places of work.

POLICY HE-6: New residential development must be coordinated with other land uses and provision of public services and facilities. The neighborhood unit should be the basis of planning and the traditional neighborhood character should be preserved as much as possible.

Program HE-25: Higher density and affordable residential uses should be located in closest proximity to shopping, recreational areas and places of work.

Program HE-28: New remote residential areas should be discouraged.

HOUSING FOR ELDERLY PERSON

Problem: The number of elderly people who need assistance is unknown because there is insufficient current data to evaluate accurately their well being. The 1974 Special Census indicates that approximately 30 percent (double the average of the State) of the City's residents are over 60 years old. Many of these people do not need nor are they eligible for housing assistance. Elderly persons are subject to the same economic pressures and difficulties as everyone else. In addition, some of this age group present special health and/or financial problems, which raises doubts about their ability to afford or to maintain suitable living conditions.

Policy HE-7: The City will attempt to obtain current, accurate data to use for meeting the special housing problems and needs of the elderly.

Program HE-27: The City will establish special administrative procedures to accommodate the elderly in need of housing assistance.

Program HE-28: The City will encourage developers to include accommodations for the elderly in developments near community facilities and services.

Program HE-29: The City will encourage special facilities for low income elderly and handicapped residents.

Program HE-30: The City will adapt Building and Zoning Codes to consider handicapped, limited mobility and special problems.

Program HE-31: The City shall encourage development of more low cost multi-unit accommodates for the elderly either private or publically funded.

MOBILE HOMES AND RV PARKS

Problem: There is a demand within the City for additional mobile home spaces as well as a need to preserve rental spaces in existing mobile home spaces. This type of housing meets a need for housing affordable by low and moderate income households. Existing mobile home parks however are restricted to adult occupancy, thus creating an additional need for mobile home spaces for families.

POLICY HE-8: The City will encourage the development of mobile home parks particularly designed to accommodate smaller mobile homes, while maintaining an optimum balance between mobile homes and other categories of housing.

Program HE-32: The City will coordinate efforts to establish a small unit mobile home park on property adjacent to an existing mobile home park.

Program HE-33: Develop mobile home park and subdivision zoning guidelines to accommodate the desired balance of mobile home sites in the City, and to use land, as appropriate, in the best interests of the City.

Program HE-34: Review the mobile home park conversion ordinance and adjust its stated conditions as necessary to accommodate contemporary housing requirements. The ordinance shall continue to protect existing mobile home parks from conversion unless alternative affordable housing is provided for all park occupants by the party proposing the conversion.

RENTAL CONVERSIONS

Problem: The City has recognized problems associated with conversions of multi-family rental housing to individual ownership units and has taken action to mitigate the problems perceived. While conversion may offer additional opportunity for home ownership, the conversion also reduces the supply of rental units.

POLICY HE-9: Conversions will be controlled to maintain a balance of concerns between rental and affordable ownership units.

Program HE-35: The City will review the condominium conversion ordinance bi-annually and institute changes, as necessary, to accommodate contemporary requirements for the balance between rental and ownership units.

Program HE-36: The Conversion Ordinance shall consider affordable cost housing provisions in cases of proposed conversions of rental stock.

FINANCING

Problem: Local lending institutions may regard loans for residential construction, particularly multifamily rental projects, as less desirable than other consumer purchases and commercial loans.

POLICY HE-10: The City should encourage local lending institutions to make available capital for the City's housing needs, with particular emphasis placed on loans for small multifamily rental projects.

Program HE-37: The City Council and the Chamber of Commerce should initiate a dialogue with lending institutions to encourage them in their commitments to residential rental as well as home ownership construction loans.

Program HE-38: The City should encourage banks to provide graduated payment mortgages within the City.

INVESTMENT IN HOUSING

Maintaining affordable housing is a problem for low income families because once a unit is on the open market, it is free to be purchased by anyone.

Program HE-39: The City shall adopt an ordinance stipulating that low cost housing be sold to owner occupants (with deed restriction against rental) with first priority to buyers working in Pismo Beach. As a provision of this ordinance, the developer, after a reasonable length of time, can request the City to waive this requirements based on a lack of interest or a lack of qualified buyers and allow the remaining low cost units to be sold for investment purposes.

EXISTING HOUSING DATA

Problem: The kinds of data required for an accurate, up-to-date evaluation of housing needs are difficult for the City to obtain. Constitutional guarantees (invasions of privacy, etc.) preclude a direct approach, and reliance must be placed on indirect estimates, informal guesses and the periodic reports of the U.S. Census. The most useful data presently available are:

1. U.S. Census for 1980.
2. The Special Housing and Population Study (1974), U.S. Census Bureau.
3. The 1979 San Luis Obispo County Planning Department's Estimate of Housing Population.

Pismo Beach probably meets the requirements for low income housing. The City probably needs more moderate income housing. Housing needs for the elderly presently cannot be determined.

POLICY HE-11: Programs of cooperation with County, State and Federal agencies shall be established to maintain current data required for the accurate evaluation of the City's housing needs.

Program HE-40: The City shall initiate and pursue fact finding activities, within its physical and economic capabilities, with the California State Department of Housing and Community Development to expedite the collection of current housing data essential to the housing, planning and development process to supplement that data derived from the 1980 Census.

Program HE-41: The City shall incorporate current data into the Housing Element reasonably soon after it becomes available, and will review and update the entire element, if necessary, at least bi-annually.

c. Current Programs and Accomplishments

According to the State, Pismo Beach is already providing its fair share of very low cost housing. We have maintained this status for many years. Considering that we are a desirable beach front community this is unusual since land costs are generally high. The following are existing conditions and policies that have helped the City to maintain affordable housing. The City is continuing to pursue these policies in addition to the new programs outlined in the implementation plan.

1. Our City has a large number of mobile home units. They consist of 22% of the total dwelling units within the City. Current ordinances prevent rental price increases. New areas are also being zoned for further mobile home occupation.

2. Pismo Beach consists of a high percentage of rental units. We have a rental conversion ordinance that makes conversion of these units to condominiums a difficult task, if such conversion results in the reduction of affordable units.

3. Existing zoning of large acreages for multifamily and modular home uses could provide an additional 2,000 units of moderately affordable dwellings.

4. San Luis Obispo Housing Authority is currently involved in Pismo Beach in the following State and Federal Housing Assistance Programs:

   Section 8--Rental Subsidies
   Section 8--New Construction

5. The City has cooperated with developers in innovative Housing Projects and has encouraged and approved housing developments with reduced lot size, reduced setbacks and density bonuses in an effort to make housing more affordable.

8. FIVE YEAR IMPLEMENTATION PLAN

a. Introduction

This implementation plan is designed to guide the city's housing policies and programs over the next five years. It will define the city's priorities in providing housing opportunities for all economic segments of the community and will outline programs which accomplish this objective. Pismo Beach is currently projecting a 3% housing growth rate over the next 5 years. This will allow the population to increase by 907 by 1988. Based on current housing occupation trends 536 new housing units will need to be added to the city in order to accommodate these incoming residents.

Table DE-H-6
Five Year Growth Projections

Base Year	No. Units	Population
January, 1983	3,420*	5,700*
January, 1984	3,523**	5,871**
January, 1985	3,628**	6,047**
January, 1986	3,737**	6,228**
January, 1987	3,849**	6,415**
January, 1988	3,964**	6,607**

* Certified Department of Finance estimates
** Estimates based upon 3% growth rate

The City's policies and programs fit into four major subheadings: Fair Share Allocation, Affordable Housing, Special Needs and Rehabilitation. Under each general subheading a list of priorities shall be given. All subheading topics are considered equally important in City objectives and shall be addressed in a consistent manner. The three major categories are:

b. Fair Share Allocation

It is Pismo Beach's objective to strive to meet the State's Fair Share Allocation Program as earlier stated. The target percentages were as follows:

		Difference from Current Community Composition
Very Low	30%	-3%
Other Lower	15%	+1%
Moderate	20%	-5%
Above Moderate	35%	+7%

Our projected growth of 536 units over the next five years under Fair Share allocation requirements will bring our city's total households to:

1983	1990	Difference	
940	1016	+76	Very Low Income Units
399	508	109	Low Income Units
713	677	36	Moderate Income Units
798	1185	387	Above Moderate Income Units
2850	3386	+536	TOTAL HOUSEHOLDS FOR ALL INCOME CATEGORIES

The breakdown per year should include:

11 Very Low Households/Year
16 Low Households/Year
-5 Moderate Households/Year
55 Above Moderate Households/Year
77 Households per year

*Our addition of Very Low Income Units is low because the City is already supplying its fair share of very low income housing.

c. Affordable Housing Policies

The City has developed a list of objectives which will outline the strategy and priority which the city will undertake to bring affordable housing into the city. These priorities are outlined in a manner which allows the city to obtain the desired results in a five year time frame.

a. Provide lower cost fee title ownership;
b. Identify and obtain low and moderate income assistance programs;
c. Encourage rental housing throughout the City;
d. Encourage subsidized housing units;
e. Encourage and identify lease purchase housing.
f. Other Measures

d. Special Needs for Elderly, Handicapped and Limited Mobility

The City has developed a list of objectives which outline the strategy and priority the city will undertake to provide special needs for elderly and handicapped residents. These priorities are outlined in a manner which allows the City to obtain the desired results in a five year time frame.

a. Change building and zoning codes to consider elderly, limited mobility and handicapped special problems.

b. Designate specific areas that are service accessible to elderly and encourage elderly residential development in these areas.
c. Encourage development of more low cost multi-unit accommodations for the elderly.

e. Rehabilitation

The City has developed a list of objectives which outline the strategy and priority the City will undertake to help rehabilitate dilapidated sections of town. These priorities are outlined in a manner which allows the City to obtain the desired results in a five year time frame.

a. City will emphasize prevention of dilapidation.
b. City will initiate local self-help programs for minor repairs.
c. City will seek low cost loans for those that need moderate repair.
d. City will seek federal or state funding to help renovate dilapidated structures.

f. Time Frame for Policy Implementation

The City has developed a list of criteria that it will follow in implementing its housing policies and programs. Since Pismo Beach has a limited planning staff, time is a major consideration. Those policies and programs that are the most time consuming have been given the lowest priority in order to fit them into our five year schedule. The priorities are listed below.

First Priority - Programs that can be handled directly through the Planning Department, and require little funding. Programs such as review process streamlining fall into this category.

Second Priority - Programs that involve interdepartmental or intergovernmental decisions and require little funding. Programs such as zoning changes developer incentives for private affordable housing and educational programs fall into this category.

First and Second Priority Programs will be scheduled to be implemented within the first 2½ years of the adopted housing element.

Third Priority - Programs that cost a considerable amount of money but can be handled within the City budget. Programs such as community self-help rehabilitation projects and low cost loans fall into this category.

Fourth Priority - Programs that require extensive funding from outside sources. Programs such as state and federally assisted rental and subsidy programs fall into this category.

Third and Fourth Priority items may take longer to implement than 1st and 2nd Priority Programs. These programs involve a lot of time for securing

applications and other paper work. Advanced planning in the early years for these must be done in order for them to run smoothly in the last few years of the program.

It will be the job of the Planning Department and/or the Administration Assistant in conjunction with City Administration to apply for grants and programs. If funding becomes available for these programs, it will be the City and the Housing Authority's responsibility to educate the public on the availability of funds. Those people who qualify under state guidelines as low income shall be required to register with the Housing Authority in order to receive benefits for programs designated for low income people. Other programs shall be advertised by newspaper and flyers as they become available. Details and application procedures will be included in order to make process easier to understand for public.

Revisions in this element will be considered bi-annually or whenever change make its necessary to review. Revisions will take into account as recent information as it can get. Census information will be included with real estate surveys. Banking operations, Social Security changes, new federal or state aide programs, Construction processes, etc. A comprehensive look will be taken to see what changes can be made to make Pismo Beach a better community to live in.

g. Federal, State and Regional Housing Assistance Programs

The following summary identifies, describes and clarifies housing assistance programs which can serve the residents of Pismo Beach.

In addition to describing housing programs, objective and actions, the summary identifies existing and potential funding sources and the estimated annual number of households expected to benefit from each program between 1984 and 1988. Finally, pertinent program comments are provided for clarifications where necessary.

These programs are organized under the following Housing Element objectives, each of which addresses a particular set of problems.

- Rental Assistance
- Home Ownership
- Housing Location
- Housing Loans/Assistance
- Housing Preservation and Rehabilitation

TABLE DE-H-7

FEDERAL, STATE AND REGIONAL HOUSING ASSISTANCE PROGRAMS
AVAILABLE TO THE CITY OF PISMO BEACH

RENTAL ASSISTANCE:

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
a-1 Section 8 (Existing) - HUD	Low-income rental assistance	Low-income households	Administered by San Luis Obispo City Housing Authority.
a-2 Renters Assistance FTB	Provides relief to renters.	Persons 62 years or older	Must be California Residents. Must have occupied rental or California residence during the year claimed Must have paid at least $50/mo. in rent for the year claimed. Must have had an income of household for calendar year claimed of not more than $5,000.
a-3 Renters Credit FTB	Those who file an Income Tax return are eligible to receive money back if they were renting on March 1st of the year claimed.	California renters	Various other criteria; check housing directory.
a-4 Section 202 - HUD	To provide rental or cooperative housing for the elderly or handicapped.	Applicant-private nonprofit corporation and consumer cooperatives (cities excluded) Beneficiary-Elderly (62+) physically handicapped, developmentally disabled.	Funding availability expected, reduced from previous years. Supplemental to Section 8 Program.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
a-5 Section 207 - HUD	To provide good quality rental housing.	Applicant-Investors, builders, developers, mortgagors.	Provides guaranteed/insured loans for five-unit structures. Must be in approved FHA area for rental housing. Funding not expected.
a-6 Section 221(d) (3) - HUD	Multifamily rental housing for low- and moderate-income families.	Applicant-Public, non-profit, builder-seller, mortgagor. Beneficiary - All families.	Reduced funding expected. Must contain at least five units.
a-7 Housing Authority	To assist in the administration of housing opportunities.	City to join the Housing Authority of San Luis Obispo or form its own Authority	Increase the number of rent supplements. This program provides the greatest for new affordable housing in Pismo Beach.
a-8 Reduce government deterents to multi-family projects	Increase the availability of rental units.	Applicant-investors, builders, developers, mortgagors.	Reduce some amenities and increase density of selected multifamily districts and other strategies.
a-9 Section 221(d)(4) - HUD	Mortgage insurance for moderate-income rental units.	Profit motivated sponsors.	Reduce funding expected. Provides insurance to profit-minded sponsors with loans up to 90% of cost.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
a-10 Section 223(f) - HUD	Mortgage insurance for existing multifamily rental	Investors, builders, and developers.	Designed to provide property owners with money to rehabilitate projects without the need to increase rent levels. Projects must contain five or more units; and Must be at least three years old.
a-11 Aftercare Housing	Affordable housing for lower income disabled/handi-capped.	All families subject to HUD approval	Eligible households rent privately owned, existing housing.
a-12 Tax abatement on substandard rental housing	Improve condition of substandard housing by inspec-tion program.	Owners-Managers	If units are not maintained owners can ultimately lose all state tax credits, unknown depreciation, amortization, and interest allowances.

HOMEOWNERSHIP

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
b-1 Section 106(b) -	To assist and stimulate non-profit sponsors of Section 202 housing - direct loans for 80% of pre-construction expenses.	Nonprofit organizations.	Loans made only in conjunction with Section 202 Loans and Section 8 assistance. New funding expected at levels lower than last year.
b-2 Section 203(b) - HUD	To help families undertake home ownership.	All families subject to HUD approval.	Provides mortgage insurance for one- to four-family units. Funding expected at levels lower than last year. Mortgage insurance.
b-3 Marks-Foran Residential Rehabilitation Act - City/ Redevelopment Agency	Enables communities to use their borrowing power to provide financing for low- and moderate-income housing at below market rates.	Cities, counties, housing authorities and redevelopment agencies	Loans made in areas designated for residential rehabilitation. Community must make a commitment to enforce rehabilitation standards on 95% of the structures in the rehabilitation area and to provide the public improvements necessary to support rehabilitation. City would have to adopt a Redevelopment Agency to be eligible for this program.

PROJECT TITLE	PURPOSE	ELIGIBILITY	COMMENTS
b-4 Section 221(d) (2) - HUD	Homeownership for low- and moderate-income families and for those displaced by government action.	Low- and moderate-income families	Reduced funding expected. Provides mortgage insurance on loans to finance, purchase, or construction.
b-5 Section 8 (New Construction) HUD	New construction of housing units for senior and low-income households.	Low-income households/ senior households.	HUD construction funds at below market interest rates.
b-6 Guaranteed Housing Loans - FmHA	Above moderate mortgage insurance.	Above moderate income owner-occupied rural residence.	Construction repairs or purchase of home. Owner not able to obtain conventional financing with reasonable conditions. Adequate but moderate residence.
b-7 Limited equity cooperatives	Affordable Housing for lower-income.	Low-income household.	Housing stays affordable because cost not influenced by increasing mortgage and credit costs.
b-8 Self-help New Construction	Reduce construction cost using self help concept.	Applicant.	Provide technical assistance and direct construction supervision.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
b-9 Incentives for for developers building affordable housing.	Increase supply of affordable housing.	Applicant-Investors, builders, developers, mortgages.	Voluntary agreement between developer and City.
b-10 Support organizations involved in providing lower-cost housing.	Increase amount of lower-cost housing.	Applicants who meet criteria.	Apply for grants.

HOUSING LOCATION

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
c-1 Reduce Urban sprawl.	Avoid additional suburban and rural residential areas outside urban reserve lines.	City	Reduce infrastructure costs through orderly development. Better assurance of adequate future water resources.
c-2 Increase available land for residential development.	Ensure adequate supply of vacant residential lots.	City	Provide through proper land use designations.
c-3 Efficient residential land use.	Ensure maximum allowable density which low or moderate cost units are provided.	City	Reduce the need for the premature expansion of the urban reserve line.
c-4 Preparation of neighborhood specific plans.	Ensure that interim development is compatible with land use plan.	City	Oversee preparation of neighborhood specific plans.
c-5 Housing above first floor of commercial buildings.	Promote mixed use where appropriate.	City Policy	Public information program Refinement of Land Use Regulations.

HOUSING LOANS/ASSISTANCE

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
d-1 Create reduced interest mortgage loan fund.	Homes for first time buyers.	First time buyers	Bond proceeds sent to home buyers at less than prevailing market rate.
d-2 Community Development Block Grant Program-Rehabiltation.	Preserve housing in lower-income		Apply for grants, plan and coordinate program.
d-3 Community Development Block Grant Weatherization.	Preserve Housing and increase affordability by lowering energy costs.		Apply for grants Plan and coordinate program.
d-4 Senate Bill 99-City/Redevelopment.	Allows redevelopment agencies to issue bonds in order to provide long-term, low-interest loans to finance residential construction in redevelopment areas.	Redevelopment agencies.	Available at below market rates for construction of new housing in previously designated redevelopment areas. Requires a referendum vote before bonds may be issued. Needs as redevelopment district and the adoption of a redevelop-plan. Unlikely unless City were to form a Redevelopment Agency.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
d-5 Refinancing. (Section 223(f)	Refinancing of units to provide funds for rehabilitation of housing.	Homeowners.	Controls on rent increase so that rehabilitation can occur without hardship to renters.
d-6 Leaseback.	A non-profit corporation sells revenue bonds.	Nonprofit corporation.	
d-7 Section 213-HUD	Federal mortgage insurance to finance cooperative projects.	Nonprofit corporations.	Must be for the construction or rehabilitation of cooperative housing projects of five or more units. Reduced funding expected.
d-8 Homeowners Property Tax Exemption-FTB	Provides for a specified amount of the assessed value of the property to be exempt from the property tax.	Owner-occupied households.	Various other criteria: check housing directory.
d-9 General Obligation and Revenue Bonds-City.	City issues bonds for municipal improvements.	Cities.	General obligation bonds must be approved by 2/3 vote of local electorate. Likely to be difficult to obtain necessary 2/3/ vote.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
d-10 Veterans Administration Loans.	Guarantees loans made by private lenders to veterans or wars.	Veterans, unmarried widows and widowers of otherwise eligible veterans.	Includes loans for homes, mobilehomes for buying, building, altering, repairing, or improving.
d-11 Internal Revenue Code, Section 167 (k)	Accelerated property depreciation.	Investors interested in rehabilitating existing housing for occupancy by low and moderate income.	
d-12 Division of Community Affairs Aftercare Housing Program.	Provides Section B Assistance to Mentally and Physically Handicapped Outpatients	Adults who are: 1) Mentally disordered 2) Developmentally disabled, or 3) Physically disabled.	Funds must be applied for through city and county agencies or through nonprofit organizations engaged in providing housing for disabled persons.
d-13 Financing 11(b)	Permits public housing agencies to finance both nonprofit and profit motivated Section 8 projects at tax-exempt rates of interest.	Housing authorities.	

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
d-14 Direct Loans-California Housing Finance Agency (CHFA)	Loans for development of multi-family mixed income projects and housing for the elderly.	Developers, nonprofit agencies, and public agencies.	Each project must contain units offered at market rates and those subsidized through HUD's Section 8. At least 30% of the dwellings must be for very low-income residents.
d-15 Single-Family Mortgage-CHFA	CHFA purchases mortgage loans at below market interest rates on single-family homes with the savings passed on to low- and moderate-income homebuyers.	Low- and moderate-income homebuyers whose adjusted income must amount to no more that 120% of the area median income	Mortgages must be insured by the FHA, guaranteed by the VA, or coinsured through private market insurance. Property value limits. Must be for a residential structure consisting of 1-4 family D.U.S., one of which must be occupied by the mortgagor.
d-16 Title I, Section 2 - loan insurance.	Home improvement tenants whose leases	Property owner and are at least six months longer than the loan term.	Provides 12% twelve-year loans to HUD property owners to finance improvements on individual homes.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
d-17 Community Development Block Grants/Small Cities Program - HUD	Non-categorical grant to assist in accomplishing a specific program directed at providing housing principals for low and moderate income.	County of City governments.	May be used for pre-construction work necessary to allow building. Not for general governmental facilities. Competititve demand far exceeds funding. Reduced funding expected.
d-18 Single-family Mortgage - CHFA		The mortgager's assets may not exceed $8,999 if he is 62 or older, or $6,000 if less than 62 years old.	

HOUSING PRESERVATION/REHABILITATION

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
e-1 Discourage conversion of residential areas to other uses.	Preserve Housing Stock.	City Residents	Avoid expansion of office and professional and commercial uses into residential areas.
e-2 Housing advisory and and information service	Create centralized source of housing information and advice.	City Residents	Establish through the Planning Dept.
e-3 Counseling for displacement due to building code enforcement.	Reduce of eliminate problems associated with displacement.	City Residents	Does not include monetary assistance.
e-4 Major Housing Rehabilitation	Preserve affordable housing.		Rehabilitate low-income, senior or handicapped owner-occupied housing.
e-5 Minor Housing Rehabilitation	Preserve affordable housing		Repair/maintain low-income, senior, handicapped, owner-occupied housing.
e-6 Mutual Self-Help Housing Rehabilitation	Reduce rehabilitation cost by using self-help concept.	City Residents	Provide technical assistance and direct construction supervision.

PROGRAM TITLE	PURPOSE	ELIGIBILITY	COMMENTS
e-7 Low Income Household Weatherization	Increase Housing affordability by lowering energy costs.	City Residents	Economic Opportunity Commission Primarily for low income and seniors.
e-8 Public Utility Conservation Program	Residential Energy Conservation	City Residents	Public utilities. Home audits, Low Interest Loans,s counseling, presentations.
e-9 Relocation Services prior to Displacement	Reduce relocation problems.	City Residents	Relocation Counseling and assistance.

D. PUBLIC SERVICES

1. INTRODUCTION

The following section summarizes existing water, wastewater and utility systems within Pismo Beach. The background information contained in the Appendix and the information regarding population projections contained in Chapter II of this General Plan was used to determine future water, wastewater and utility facilities demands. The goals, policies and programs are based on the background data and analysis.

The public services section was also used to plan the kinds, intensities and locations of land uses as required under the Coastal Act. The Coastal Act of 1976 requires that land uses be correlated with the availability of resources and services. Resources refer to water supply; services refer to water distribution systems, wastewater collection and treatment facilities and transportation systems. In cases where resources and/or services can only accommodate a limited amount of new development, Section 30254 of the Coastal Act requires that services to coastal dependent land uses, essential public services and basic industries not be precluded by other development. In addition to the priority uses established under the Act, provision for local needs such as housing and employment must also be addressed.

> 30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development.

Resource protection and provision of public services are also addressed in other sections of the Coastal Act. Section 30231 of the Coastal Act requires that depletion of groundwater supplies be prevented. Section 30241 requires that public service and facility expansions and non-agricultural development do not impair agricultural viability either through increased costs or degraded air and water quality.

2. WATER SERVICES

a. Water Supply and Demand

For the past several years the Pismo Beach water requirement has been approximately 1100 acre feet per year; nearly all has come form Lopez Reservoir, the remainder from City-owned wells in the Arroyo Grande Groundwater Basin. The City's allocation of Lopez water is 887 acre feet per year; some years Lopez has had surplus water available from which the City purchased additional supplies. Well water is generally under five percent of the total uses, although in 1975-1976, a dry season, it rose to 20 percent.

Pismo Beach owns four wells, #1, #3 and #4 in Oceano, and #5 in Grover City (#2 was abandoned). When last tested, #5 gave the largest flow, the purest water, and in recent years has supplied all the well water used by the City.

The March 9, 1977 report by Richard E. Damm (Community Development Director in 1977) stated that the Oceano well water was of unsatisfactory quality (high nitrate) and should be mixed (50/50) with water from the #5 well (Grover City). Changing agriculture practice (less fertilizer) is expected to result in lower nitrate concentrations in the groundwater, so that water from wells #1, #3, and #4 may eventually be usable or nearly usable without mixing. The Toups Master Water Plan provides more recent data on water supply.

b. Projected Water Use

For projections and similar purposes, the City's dependable water supply is taken as 2000 acre feet per year (887 from Lopez; 1100 from the City wells). Some doubts will remain about the City's exact entitlement to groundwater until water rights in the Tri-Cities Mesa/Arroyo Grande Plain part of the Arroyo Grande Waterbasin are adjudicated. Two factors suggest that neither adjudication nor a voluntary agreement are likely in the near future: (1) Since Lopez Reservoir was placed in service the Tri-Cities Mesa/Arroyo Grande Plain section has not been in an overdraft condition (i.e., no shortages); and (2) because of the large number of users (mostly agricultural) obtaining the necessary agreements and signatures is both difficult and time consuming. There is an understanding between water users now in effect. This is an informal agreement and does not include all agricultural users.

Under State Law the City has a strong claim to an annual withdrawal of groundwater from the basin equal to the total amount of water used in the current year (about 1100 acre/feet per year in 1980) and an even stronger claim to the first 500 acre feet per year of that amount. Thus the City might secure more than 1100 acre feet per year when adjudication eventually occurs. Additional detail is given in the 1979 report by the Public Works Department.

At the City's historic growth rate--roughly 3 percent per year--and at present per capita usage, about 20 years will elapse before 2000 acre feet per year is exceeded. When complete build-up within the General Plan area is reached, the population is expected to be about triple and the water usage is expected to be about 3000 acre feet per year. Table DE-5 indicates how the foregoing is affected by significant changes in the growth rate or in the assured water supply.

Data in the Department of Water Resources (DWR) report "Ground Water in the Arroyo Grande Area" (June 1979) indicate that if pumping is increased by more than 1700± 500 acre feet per year above the present amount, the Arroyo Grande/Tri-Cities Mesa portion of the basin will go into overdraft. The Toups Master Water System Plan provides more updated information.

Only rough estimates of the projected requirements of the other users are presently available to the City; these indicate that an overdraft situation is likely sometime after 1995. An overdraft will not reduce the quantity of water available for annual pumping nor have an immediate effect on the adequacy of the reserves, but will signal the desirability of establishing an effective basinwide water management program.

Likely initial management steps are: (1) artificial recharge of the basin using available wastewater, and (2) increased conservation by more efficient use of water.

c. Storage and Distribution

The eight municipal reservoirs have a combined capacity of 3,500,000 gallons; this is ample at present and will be increased as the City grows. Lopez water is delivered by a trunk pipeline which enters the City along Arroyo Grande Creek, follows U.S. Highway 101 north and continues on to Avila and Port San Luis. This line is tapped at several points to supply City storage units. The municipal distribution network is generally adequate for present peak demand and fireflow. The City has an active program for improvement and enlargement of storage and distribution facilities. Additional detail is given in the 1979 Public Works Report (see the Appendix), and the Toups Master Water System Plan.

3. WASTEWATER SERVICES

a. Facilities

Pismo Beach was incorporated as a city in 1946. The initial sewage system consisted of a collection system in the downtown area, a septic tank and an ocean outfall. The septic tank was located near the present Addie Street pump plant in the south-easterly part of the City; the ocean outfall was directly offshore of Addie Street. In 1952-53, a new treatment plant was built 3200 feet inland (adjacent to Pismo Creek); the same ocean outall was used, and the Addie Street pump plant was built to pump raw sewage to the treatment plant. The capacity of the treatment plant was increased to 0.96 million gallons per day in 1972 and to 1.20 mgd in 1976-77. The Addie Street outfall has been replaced; a force line connects the Pismo Beach treatment plant with a new ocean outfall built jointly with the South San Luis Obispo County Sanitary District adjacent to the SSLOCSD treatment plant near Oceano.

Pismo Beach has expanded by development and annexation. Prior to annexation in the 1960s, Shell Beach had its own sewage treatment plant and ocean outfall; both have been abandoned and the flow is pumped into the Pismo Beach system.

City growth and tourism loads were greater than expected, so that, at times, the total system did not always meet state standards for effluent. However, since the 1976 contract with Sanitation and Operation Consultants, Inc., to operate the plant, state standards have been met. Weaknesses in the system have been pinpointed, some corrections made and further improvements scheduled.

b. Present Capacity and Future Requirements

The wastewater system has three units: the collection system, the sewage treatment plant, and the sewage plant effluent disposal system (ocean outfall).

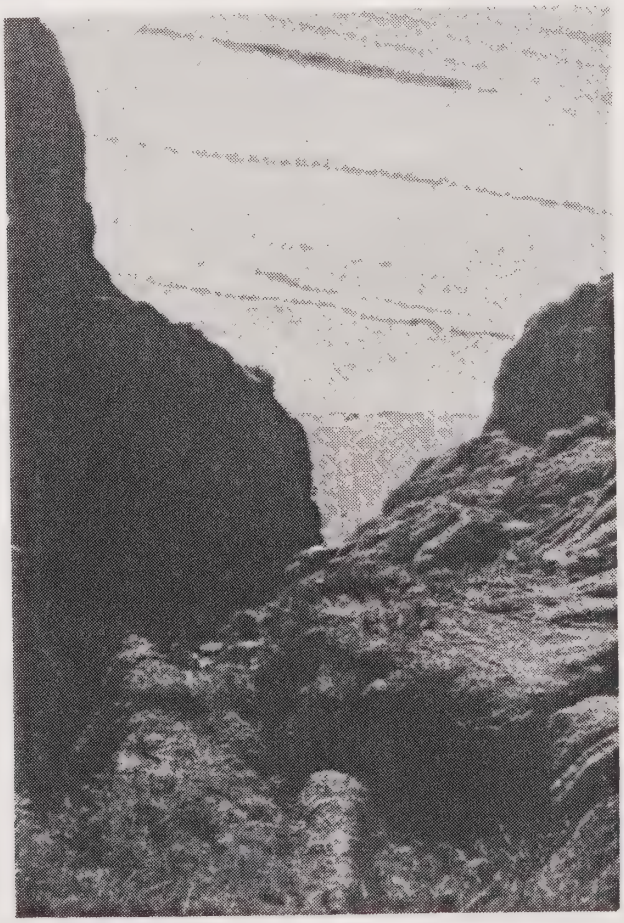
The 16 inch pipeline to the new joint ocean outfall has a capacity of 3.5 million gallons per day. (The capacity of the joint outfall is 8.5 mgd.) At a 3 percent per year growth rate, 3.5 mgd should be reached in about 30 years.

The sewage treatment plant operates under a dual-state-E.P.A. order issued by the California Regional Water Quality Board. The order specifies the quality of the effluent in detail and states, "The maximum daily discharge rate shall not exceed 1.2 million gallons."

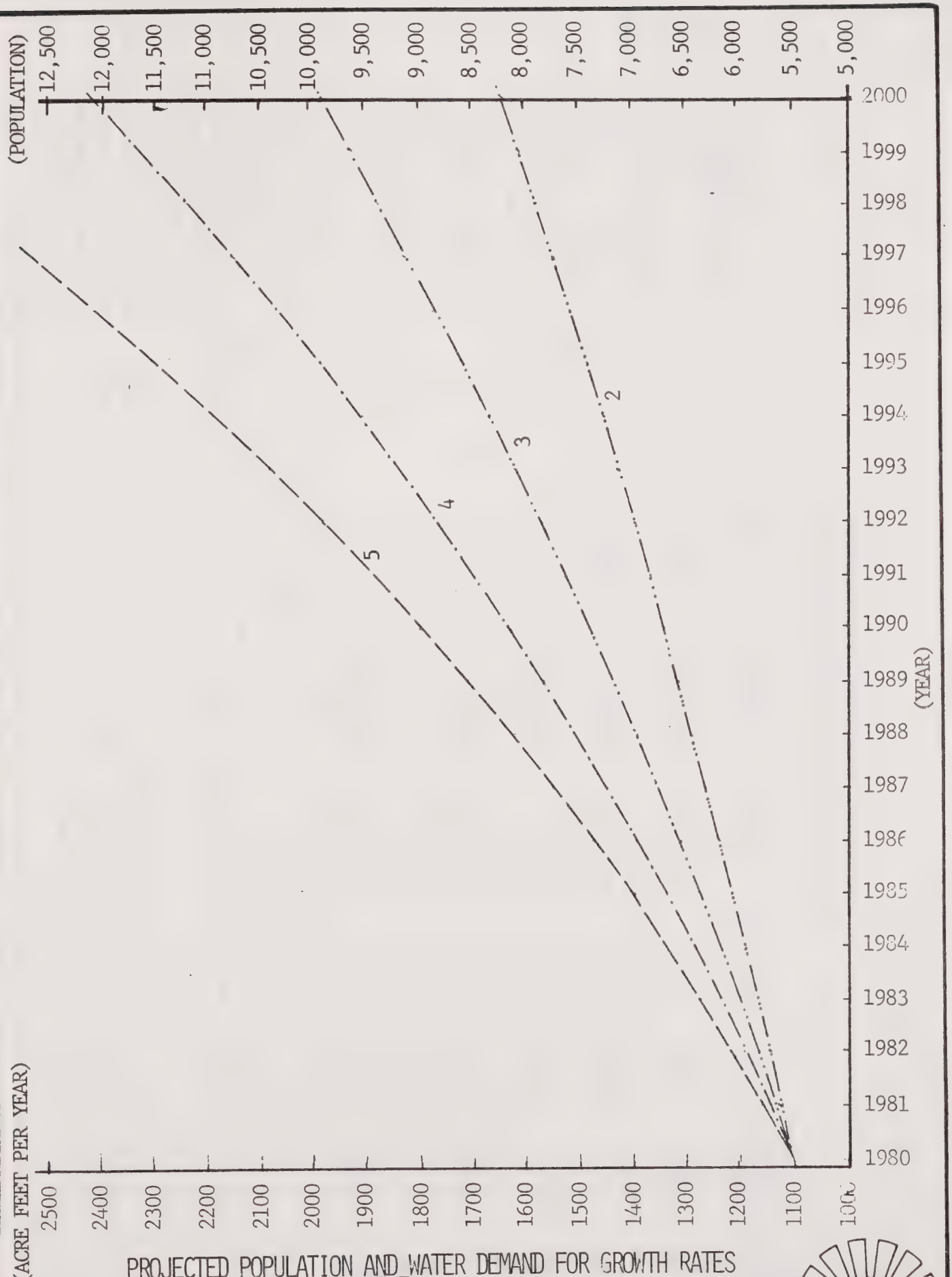
The treatment plant includes a primary anaerobic stage, a secondary aerobic stage and settling and dewatering operations. It is a moderately complex biochemical operation with many constraints but considerable flexibility of operation. The flexibility is fortunate because the inflow to the plant is highly variable; in 1979 it ranged from 0.620 to 1.290 mgd

with an average of 0.831 mgd for the year. This wide range is due mainly to (1) the presence of many tourists in the summer and their absence in winter, and (2) the unavoidable entry of some runoff into the collection system during the rainy season. The crucial factor in plant operation appears to be the tourist load during July and August; 0.99 mgd is probably invalid because of an instrument malfunction. The true figure is probably closer to the one for July. The winter rains coincide with a low dry water flow (about 0175 mgd) and so far skillful operation has maintained the required effluent quality even though during a big storm flows sometimes exceed 1.2 mgd.

Effluent quality--especially a low coliform bacteria count--must be maintained at all times. This is more difficult with high flows in dry weather than in wet. Sustained high loads during the tourist season are the critical times; and if close to rated plant capacity indicate the need for expansion. Since the ratio of peak summer load to yearly average is roughly constant the latter can also serve as the indicator. Planning for expansion should begin when the yearly averages reaches 75 percent of the permissible maximum (1.2 mgd) daily flow. An increase of 0.6 mgd is needed soon, as well as a second increment of 0.6 mgd by 1990 to provide for 3 percent annual growth.



The collection system appears to be in generally good condition except for some aging sewer lines. Three of the five pump stations are at marginal capacity. A program of scheduled replacement and preventative maintenance is suitable for this situation. Expansion of the collection system will primarily serve new planned developments and will be financed by the developments



PROJECTED POPULATION AND WATER DEMAND FOR GROWTH RATES OF 2, 3, 4, AND 5 PERCENT.

TABLE DE-5

TABLE DE-6
ESTIMATED WATER DEMAND AT MAXIMUM
DEVELOPMENT WITHIN EXISTING CITY LIMITS
AND AT CURRENT ZONING

CATEGORY	NUMBER*	GALLONS PER DAY AVERAGE[1]	GALLONS PER DAY PEAK[2]	ACRE FEET PER DAY[3] AVERAGE	ACRE FEET PER DAY[3] PEAK	AVERAGE ANNUAL DEMAND[4]	PEAK MONTHLY DEMAND
Existing Population							
City	5,460	742,560	1,744,500	2.28	5.45	832	87
Coastal Zone	5,230	711,280	1,699,750	2.18	5.21	796	83
Total Infill Population							
City	690	93,480	224,250	0.29	0.69	106	11
Coastal Zone	550	74,800	178,750	0.23	0.55	84	9
Estimated Buildout Population							
City	5,250	714,000	1,706,250	2.19	5.24	799	83
Coastal Zone	2,390	325,040	776,750	1.00	2.39	365	38
Total Potential Population							
City	11,400	1,550,400	3,705,000	4.76	11.37	1,737	181
Coastal Zone	8,170	1,111,120	2,655,250	3.41	8.15	1,245	129
Commercial Development							
City	3,648	496,128	1,185,600	1.52	3.64	555	58
Coastal Zone	2,614	355,504	849,550	1.09	2.61	398	41
Total Commercial and Population							
City	15,048	2,046,528	4,890,600	6.28	15.01	2,292	238
Coastal Zone	10,078	1,370,608	3,275,350	4.21	10.05	1,537	160

*Population based on 1.88 persons per unit times number of units counted by the City in 1980.
[1] At 136 gpcd
[2] At 325 gpcd. Note that 325 gpcd includes the maximum water use during the tourist season. This figure was used by the Water Quality Control Board to calculate existing population plus maximum tourist use in the City.
[3] Acre Feet = 325,851 gallons.
[4] AF/Day x 365 days/yr.
[5] The figure of 1,093 af/yr. on Table 4 includes 1,712 per capita use (or 32%) attributable to existing commercial use. This figure only includes residential population use.
[6] Commmercial development equivalent estimated at 32% of total potential population. This assumes that the proposed commercial development catering to tourist use will continue to have the sam proportion to residential use as currently exists. This does not mean that numbers of tourists will remain at the same ratio, only that water use will remain at the smae ratio. Water consumption from tourist use is either from public fountains and restrooms or from commercial services. This percentage was used due to lack of a better figure; see also equivalent-unit definitions on Table 11.

NOTE: As of May, 1986, this data has been found to be out-of-date. New information is currently available in the Public Services Department.

TABLE DE-9

ESTIMATED WASTEWATER TREATMENT DEMAND
AT MAXIMUM DEVELOPMENT WITHIN EXISTING CITY LIMITS
AT CURRENT ZONING

CATEGORY	POPULATION	ACTUAL USE GALLONS PER DAY[1]	MAXIMUM USE GALLONS PER DAY[2]
Existing Population			
City	5,460	485,940	726,064
Coastal Zone	5,230	465,470	695,479
Total Infill Population			
City	690	61,410	91,755
Coastal Zone	550	48,950	73,138
Estimated Buildout Population			
City	5,250	467,250	698,138
Coastal Zone	2,390	212,710	317,819
Total Potential Population			
City	11,400	1,014,600	1,516,200
Coastal Zone	8,170	727,130	1,036,436
Commercial Development Equivalent[3]			
City	3,648	324,672	485,106
Coastal Zone	2,614	232,646	347,606
Total Commercial Equivalent			
City	15,048	1,339,272	2,001,064
Coastal Zone	10,078	896,942	1,340,160

[1] 89 gpcd.

[2] 250 gallons per household or 133 gpcd. This figure includes infiltration rate.

[3] Estimated as 32 percent of total potential population.

* Population based on 1.88 persons per unit times the number of units counted by the City in 1980.

NOTE: As of May, 1986, this data has been found to be out-of-date. Updated information is available in the Public Services Dept.

The City Of PISMO BEACH

WATER SYSTEMS

FIGURE DE-3

The City Of PISMO BEACH

SEWER MAP

FIGURE DE-4

4. PUBLIC UTILITIES

Natural gas is supplied to the City by Southern California Gas Company, electricity facilities are supplied through Pacific Gas and Electric (P.G.&E.), Pacific Telephone Company supplies phone service to the City, and Sonic Cable T.V. supplies cable television services. Local connection lines are the responsibility of the developer as part of a proposed project. Service lines are supplied by the utility companies.

P.G.&E. is implementing voluntary conservation measures in an effort to reduce energy consumption. As part of their program, P.G.&E. has developed the Premium Energy Conservation Home Program which provides incentives to developers to incorporate in their new dwellings a variety of energy conserving devices and methods. P.G.& E. will provide assistance for each qualifying unit with an allowance of $60 for each single family and $40 for each multi-family unit with a maximum allowance per project of $6000 for single family and $4000 for multi-family projects. (These dollar estimates will change depending upon cost factors). A score of 50 points qualifies a unit for the allowance. If programs are implemented on a City wide basis then there will be a noticeable reduction in the amount of electrical energy consumed.

Another method of reducing electrical energy on the part of the City is to utilize sodium vapor street lights, orient developments to maximum southern exposure in order to utilize solar efficiency, and increase the use of insulation on public buildings.

5. GOVERNMENT SERVICES

In order to support the land uses in the City of Pismo Beach, a number of government services and supporting community facilities must be provided. The extent and location of such facilities and services is determined by the population and community need for such facilities. The provision of additional community services including the construction of new facilities will be determined largely by available financial resources.

a. Government Buildings

Government buildings within the City of Pismo Beach include two Veterans' Memorial Buildings and the City Hall Building. The City Hall is located on Bello Street and is the center of city government, housing the City Administrator, Public Works Department, Planning Department and Police and Fire Departments. The Veterans' Memorial Building also is located on Bellow Street and is used primarily for meetings, elections and community activities. The South County Citizens' Center provides a variety of county and public services and activities at a single regional center for the "South County Area".

b. Fire Protection

The City of Pismo Beach is provided with fire protection from two agencies. Pismo Beach has two fire stations within the incorporated areas of the City; and are located on Bello Street and on Shell Beach Road in Shell Beach. In the unincorporated sections of the planning area, fire protection is provided by the California Division of Forestry (CDF) located in San Luis Obispo Airport or Nipomo and are within 7½ to 15 minutes. The CDF has mutual aid agreements for structure fires with all fire protection agencies within San Luis Obispo County.

The City of Pismo Beach Fire Department presently is an all volunteer department with the exception of the part-time Fire chief. In addition to provision of fire protection, the department also is involved in lifesaving techniques, first aide and resuscitation, and cliff and water rescue.

The current fire insurance rating is Zone 5 within corporate City limits. Pismo Beach presently conforms to national standards but with additional growth and development, additions including staff and equipment would need to be provided to the department.

c. Police Protection

The City of Pismo Beach provides police services within the corporate limits. The rural portions of the planning area are serviced by the San Luis Obispo County Sheriff and the California Highway Patrol. The South County Sheriff's Substation, located in Oceano, services the outlying areas of Pismo Beach.

National standards relative to Police Stations require a service radius of 3 miles. The police station, located in City Hall on Bello Street, is presently sufficiently staffed to cover the needs of the community police patrol. The department will require additional personnel and equipment as the City continues to grow and develop.

The City is currently in need of a crime prevention program to educate the public on prevention measures. Crimes against property (i.e., burglary) are the main problems in the City and an effective prevention program would be beneficial.

d. Special Districts

Several special districts exist which provide services to both the incorporated and are incorporated sections of the City planning area. The first of such special districts is the Port San Luis Harbor District. This district includes all of Pismo Beach and provides for development, maintenance and operations of harbor lands, piers, facilities and harborways.

The Arroyo Grande Resource Conservation District (RCD) also includes both the incorporated and unincorporated portions of the planning area and provides services in the prevention of soil erosion, agriculture education and water conservation.

e. Schools

The City of Pismo Beach is divided by two school districts: The San Luis Obispo Unified School District and the Lucia Mar Unified School District. The City also is within the Cuesta Community College District.

The northern portion of the City (Sunset Palisades to Spyglass Road) is within the San Luis Coastal Unified School District. The schools serving the area are Bellevue-Santa Fe Elementary School, which is located near Avila Beach; Laguna Junior High School, located in San Luis Obispo; and San Luis Obispo High School in San Luis Obispo. A study currently is being conducted regarding closure of the Bellevue-Santa Fe School. This would result in a change of schools for City elementary students, but no definite decision has yet been reached.

A review of San Luis Obispo Coastal Unified District facilities determined that the capacity of the elementary school is adequate beyond the year 2000. The Junior High School facility also is adequate to the year 2000. The capacity of the high school is presently being exceeded; however, the enrollment is declining and is projected to continue to do so until 1985. This declining enrollment will provide some capacity for the upward enrollment trend that is expected to follow.

The southern portion of Pismo Beach, south of and including Sea Cliff Drive, is located in the Lucia Mar School District. The schools serving Pismo Beach students are Shell Beach Elementary School which is located on

Shell Beach Road, Frances Judkins Intermediate School which s located on Wadsworth Avenue, and Arroyo Grande High School which is located on Valley Road in Arroyo Grande.

The Lucia Mar School District has been experiencing deficiencies in facilities for several years. The expanding population has led to overcrowding in some facilities. The district, in 1978, prepared a detailed evaluation of its facilities entitled "Lucia Mar Unified School District Long Range Development Plan 1977 - 1990", Stuhr, Dodson, Foster and McClave. Table DE-10 summarizes the enrollment and capacity figures for the schools concerned.

TABLE DE-10

EXISTING AND PROJECTED ENROLLMENTS AND FACILITY CAPACITIES FOR LUCIA MAR UNIFIED SCHOOL DISTRICT AS THEY PERTAIN TO PISMO BEACH

SCHOOL	ENROLLMENT 1979-80*	FACILITY CAPACITY**
Shell Beach Elementary	202	257
Judkins Intermediate	446	456
Arroyo Grande High School	2,150	2,138

* 1979-80 enrollment figure per Lucia Mar Business Office.
** Capacity based on current district staffing policy of 28.5 children/teacher ratio.

SOURCE: The Land Use Element of San Luis Obispo County General Plan: (San Luis Bay Planning Area, Hearing Draft, 1980)

f. Libraries

There is a county branch library located in Shell Beach in the Veterans Memorial Building. There is also Bookmobile Service in the Pismo Beach area. The regional library located in the South County Citizens' Center provides additional library services.

g. Health Facilities

Ambulance services are provided by several companies in the Arroyo Grande area and San Luis Obispo. A public hospital is located in San Luis Obispo (San Luis Obispo General Hospital). Several private hospitals also are located in Arroyo Grande and San Luis Obispo. Human services (i.e., counseling, mental health, welfare, family planning) are currently available at the county offices in San Luis Obispo and may be provided in the future phases of the South County Citizens' Center in Arroyo Grande.

h. Public Services

The Public Services Department, housed in City Hall on Bello Street, is responsible for the following functions:

a. Street Maintenance
b. Water System Maintenance
c. Storm Drain Maintenance
d. Park Maintenance
e. Motor Vehicle Maintenance and Replacement

f. Government Building Maintenance
g. Engineering Drafting Services
h. Contract Administration for Water and Wastewater Services
i. Contract Administration for Engineering Services.
j. Building Plan Check and Site Inspection
k. City Planning

The Public Services Department has an established maintenance program for City vehicles, parks, streets and the City's water system. The mobile equipment owned by the City is maintained by the department mechanic staff. Streets are swept by a mechanical sweeper on a regular basis as a part of the street maintenance program. Repairs are also handled through the Public Works Department. The City also has some responsibility for maintenance of the pier and facilities for the City are operated by a private contractor, Sanitation Operation Consultants, Inc. (SOCI), who is responsible for maintenance of the plant in addition to operation.

i. Goals, Policies and Programs

GOAL W-1: To develop adequate water and wastewater services for ultimate development of the City.

GOAL W-2: To place utilities underground.

GOAL W-3: To conserve energy and non-renewable resources.

POLICY W-1: The City will continue to develop its water, sewer and public utility services to meet future needs.

Program W-1: Master plans shall be developed for the water and sewer systems by qualified consultants. The City staff should develop a master utilities program after completion of the master water and sewer plans.

Program W-2: The City will investigate its rights to 1095 acre feet per year of groundwater from the Arroyo Grand Plain Tri-Cities Mesa subdivision.

Program W-3: The City shall provide an alternate source of water to at least 1000 AF/yr in addition to Lopez Reservoir and the Arroyo Grande Tri-Cities Mesa subdivision in order to assure an adequate water supply for ultimate buildout of the City. The City should increase the amount of ground water extracted to meet the groundwater rights of 1095 AF/yr if the City's claim to the groundwater is not adjudicated.

Program W-4: New water utilizing development in the Coastal Zone shall be provisionally limited to an amount equivalent to an average annual growth of three (3) percent for a five year period as per the City's certified Growth Management Plan, plus 100 additional residential units (provided they do not utilize more that 25 acre feet of water per year) plus the development of a single family residence on any existing subdivided parcel

designated for single family residences of record on January 23, 1981, and all lands designated for general commercial and/or visitor-serving uses.

Program W-5: Within five years of the date of the certification of the City's Local Coastal Plan, or concurrent with the Coastal Commission's normal five year review period of the Local Coastal Plan, the City shall demonstrate to the Coastal Commission that it has readily available water resources to accommodate projected growth beyond the initial five (5) year period of the City's certified Local Coastal Plan. Subsequent to said demonstration to the Coastal Commission's satisfaction, the City may permit new development which would result in new net water demands beyond those projected for the five (5) year review period of the City's certified Local Coastal Plan.

Program W-6: Pursuant to the City's Growth Management Allocation System, the City shall, prior to permitting construction of all future water using developments, make the specific finding that water resources to serve such development exist and are presently available on a sustained basis.

Program W-7: The City shall immediately begin improvement to the Addie Street pump station. The first phase expansion of the waste water treatment plant should begin only after the Addie Street pump is improved.

POLICY W-2: An allocation system for currently available and potential future water resources shall be instituted for new development within the certified Urban Service boundary in accordance with Program W-5 and Program W-6.

Program W-8: A minimum of one hundred (100) acre feet shall be reserved to supply all visitor serving uses designated in the City's Certified Land Use Plan. In the event that the amount of water utilized in visitor serving establishments is reduced through the use of water saving devices, the amount of water reserved for visitor serving uses may be reduced accordingly provided that all proposed visitor serving uses shall be assured an adequate water supply.

Program W-9: In the event of a shortage of public services as declared by the City Council, the Department of Water Resources, or the California Coastal Commission, the order of allocation of priority of projects being given water and wastewater hook-ups shall be as follows:

Within the Coastal Zone:

1. Presently subdivided parcels within existing developed areas;
2. Presently subdivided parcels contiguous to developed areas, or unsubdivided parcels within existing developed areas;
3. Unsubdivided parcels contiguous to developed areas;
4. Unsubdivided parcels isolated from either presently developed or subdivided areas.

Within the above categories, prioritizing will occur as follows:

1. Existing subdivided parcels as of the adoption of this Plan;
2. Infill areas zoned for visitor serving uses;
3. Infill areas zoned for commercial uses;
4. Infill of unsubdivided areas zoned for residential;
5. Projects within the City limits adjacent to existing developed areas;
6. Other development.

Program W-10: The term "shortage of public services" shall be defined in Phase III of the City's Local Coastal Plan.

Program W-11: Expansion of the City's wastewater treatment plant for development within the Coastal Zone shall be limited to 0.6 million gallons per day (creating a total treatment capacity of 1.8 million gallons per day). Additional expansion shall require an amendment to the City's Local Coastal Plan predicated upon a demonstration to the Coastal Commission that sufficient water resources are readily available on a sustained basis to service development creating demands in excess of 1.8 million gallons per day treatment capacity permitted above and that such development is otherwise consistent with the relevant resource protection and development standards of Chapter 3 of the Coastal Act and the certified Land Use Plan.

Program W-12: Allocation of the City's unused treatment capacity in the Coastal Zone remaining at the time of certification of the City's Land Use Plan shall be consistent with the development priorities contained in Programs W-8 and W-9. Treatment capacity to service new visitor serving development as provided in Program W-8 shall be specifically reserved for such uses.

Program W-13: Planning for expansion of the wastewater treatment plant should begin when the yearly averages reach 75 percent of the permissible maximum and expansion should be completed before the yearly average flows exceed 90 percent of the maximum permissible capacity.

Program W-14: Until the wastewater treatment plant is upgraded to 1.8 million gallons per day, the City will evaluate the water and wastewater hookup equivalent units availability on a continuing basis and notify the City Council when the availability is reaching a critical level. The critical level shall be determined when existing systems surpass safe peak loads. (See Program W-13.)

POLICY W-3: The City will encourage the undergrounding of existing utility lines and require new development to underground their utilities.

Program W-15: The City will develop a program which determines priorities within existing developed areas of the City for the undergrounding of power and telephone lines, consistent with areas of high visitor use and high scenic visibility.

POLICY W-4: The City shall consider all possible conservation measures and may require those which are cost effective to be implemented in any new development.

Program W-16: The City shall recommend the use of the P.G.& E. energy conservation program by all new residential developments. The City should also encourage similar energy conservation programs for existing users.

Program W-17: The City shall encourage innovative techniques in building layout, design and construction which increase energy efficiency.

Program W-18: The existing ordinances should be reviewed to facilitate building additions or improvements which reduce energy use.

Program W-19: The City shall encourage innovative techniques in water conservation such as:

1. Water efficient devices;
2. Water re-charge;
3. Use of "gray" water; and
4. Recycling sewage water for irrigation.

POLICY W-5: The City of Pismo Beach shall provide adequate governmental services in order to meet the needs of the City.

Program W-20: The City of Pismo Beach shall develop a plan which provides police and fire equipment to accommodate future growth.

Program W-21: The appropriate expansion of governmental services should be incorporated into a capital improvement program and shall be re-evaluated or reviewed periodically.

Program W-22: The City shall work in conjunction with adjoining cities and special districts such as San Luis Harbor District and Arroyo Grande Resource Conservation District so that common objectives may be reached.

E. TRANSPORTATION

1. INTRODUCTION

The transportation section of the General Plan meets the requirements for a circulation element and includes the Coastal Act policies pertaining to access and transportation. Government Code Section 65302(b) designates the circulation element requirements:

> A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan.

The Coastal Act policies relating to transportation (coastal access) are:

> New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the legislature that State Highway Route 1 is rural areas of the coastal zone remain a scenic two-lane road . . . (portions of Section 30254).
>
> Wherever appropriate and feasible, public facilities including parking areas of facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

2. CIRCULATION ELEMENT

Streets of different types and sizes are to be considered the basic element of the circulation plan. The pattern of streets is not only a means of circulation but it also helps to determine the physical image of the City, block sizes, parking, pedestrian movement and land use development.

Streets are designed for various types of travel and use. The following is a description of the classifications of streets used in this circulation plan (see Figure DE-5 for street locations):

Freeway: This classification includes freeways and highways which connect population centers with other points of traffic generation.

Arterials: These carry the bulk of local traffic within the Planning Area, and serve as principal access routes between neighborhoods, shopping districts, employment centers and major recreation centers.

Collectors: Collectors are designed primarily to carry traffic from within the neighborhoods to major collector streets.

Local Streets: Local streets are used principally for access to residential properties from major or local collector streets.

a. Freeway

The City is divided by U.S. Highway 101. The freeway is the major north-south connector with Los Angeles and San Francisco. It is the major access to the City by tourists and county residents. With increasing volumes of traffic, changes in freeway design will be required. A full interchange should also be added at the Price Street-Mattie Road underpass to provide better access to the Shell Beach area. In addition, a roadway system to connect the downtown area with Oak Park Heights and a southbound freeway entrance at Price Canyon Road should be provided to reduce traffic congestion. The State Division of Highways should work closely with the City in planning any future changes in freeway circulation.

b. Arterials

State Highway 1 is the major access to Pismo Beach State Park and is traveled heavily by sightseers and beachgoers. Improvement for this arterial includes widening the existing two-lane road through the urban portions of the City from just south of the Pismo Beach Central Business District to Oceano. This will help facilitate the existing road capacity and provide for future recreational use of the adjacent beach areas and downtown Pismo Beach. As the road is widened, a general reduction in on-street parking will be necessary, as well as improved signalization and development of bike and pedestrian paths. Both of these programs will help to eliminate existing poor traffic conditions on that portion of State Highway 1.

Other arterial streets in the Pismo Beach area, specifically Dolliver Street, Shell Beach Road, Palisades Drive, Price Canyon Road and Fourth Street, are in need of widening and pavement improvements.

Reduction of on-street parking and driveway accesses shall be encouraged on any City arterial in order to reduce traffic hazards. Improved signalization also may be incorporated into all existing and future arterials. First priority for improved signalization on existing City arterials is Dolliver Street.

c. Local Collector Streets

Many of the existing local collector streets, particularly in Shell Beach and the commercial core, are substandard in pavement condition and right-of-way width. These streets ultimately should be improved to a forty foot pavement width. A specific Capital Improvement Program for road improvement should be formulated and carried out by the City.

d. Local Streets

In general, the local streets of Pismo Beach and the surrounding area are in need of right-of-way and pavement improvements. A specific Capital Improvement Program including assessment districts for road improvement should be formulated and carried out by the City, subject to availability of funds.

e. Scenic Highways

The Scenic Highways Element is contained in Section III, Chapter C, Visual Resources.

f. Bikeways

Bicycles are being used at an ever increasing rate. Transportation, economics, recreation, leisure time, physical fitness and concern for the environment are all seen as reinforcing the bicycle resurgency. This is increasing community demand for safe bikeways.

Definitions:

The term "bikeway" may be used to define all facilities that explicitly provide for bicycle travel. There are three classes of bikeways.

Class I: A completely separated right-of-way designated for the exclusive use of bicycles. Crossflows by pedestrians and motorists are minimized.

Class II: A restricted right-of-way designated for the exclusive use of bicycles. Through-travel by motor vehicles or pedestrians is not allowed. Cross-flow by motorists, to gain access to driveways, parking facilities or associated land use is allowed.

Class III: A shared right-of-way designated by signs places on vertical posts or letters stenciled on the pavement. Any bikeway which shares its through-traffic right-of-way with either or both moving (not parked) motor vehicles and pedestrians is considered Class III bikeway.

Typical cross-sections for all three classes of bikeways are found in the Appendix, based on Bikeway Planning Criteria and Guidelines, April 1972, as prepared by the Institute of Transportation and Traffic Engineering, UCLA.

Bikeway Needs:

Two surveys were conducted, one by the Pismo Beach Parks and Recreation Commission in 1972, and another county-side survey conducted during the summer of 1973 by the San Luis Obispo County Bicycle Advisory Committee. The results of the surveys indicate that the majority of the cyclists travelled some segment of Shell Beach Road, Dolliver Street and State Highway 1. In addition, the surveys indicated the following specific problem areas: Price Street-Five Cities Shopping Center connection, access to the City Recreational Complex, Scenic bikeways along the cliff-tops in Shell Beach and Sunset Palisades, and a later connection with a county-proposed bikeway through the Cave Landing-Pirates Cove area to Avila Beach. Figure DE-6 designates the existing and proposed bikeway routes within the City of Pismo Beach.

g. Pedestrian Circulation

A sidewalk and pedestrian trail throughout the City should be upgraded. A study of pedestrian circulation needs should be conducted. Sidewalks should be required for all new developments in residential and commercial areas. Creative ideas for downtown sidewalks include interesting paving materials, landscaping, street furniture, awnings or overhangs, street lighting and visual attracters to break up monotomy and act as points of interest. All sidewalk areas shall be designed to accommodate the Handicapped.

h. Other Transportation Facilities

RAILROADS

The Southern Pacific Railroad (SPRR) travels through the southern portion of the City. The SPRR does not maintain a depot in the City; the nearest freight depot is in Oceano and the nearest Amtrak passenger depot is in San Luis Obispo. There are north and south passenger trains daily.

BUS TRANSIT

There are presently two motor transit companies serving the City of Pismo Beach. Greyhound bus lines is one and the other is the South County Area Transit (SCAT). Greyhound bus lines seems to be adequate at this time for the amount of passengers and mail it carries. The present bus terminal building is located near City Hall. It is suggested that, as the City expands, a new terminal be constructed which is better suited for passengers and baggage distribution. SCAT services the area of Pismo Beach, Arroyo Grande, Grover City and Oceano. It operates Monday through Friday.

SCAT should extend its services to weekends, particularly during the tourist season. The City will continue to encourage the development of comprehensive public transit services to help decrease the dependence on the private automobile. In doing so, this will also help to maintain air quality control standards in the area.

As part of an extended transit service system, the Central Rehabilitation Clinic offers a van pool for the Handicapped. The van is equipped with a wheelchair lift and operates on a dial-a-ride-basis. The service is available to anyone in the county and operates on a 24-hour advance notice basis.

Another transit service available in the Pismo Beach area is a ride sharing program. This is a self-initiative system with commuter contact via a ride sharing office affiliated with Cal Trans. Cab services also are available.

AIRPORTS

The nearest airport facility is Oceano. This airport offers no commercial air carriers. It is a general aviation airport, used mainly by local residents and recreational flyers.

The City of Pismo Beach should support any improvement of this airport, especially if the improvement benefits the tourist trade since additional tourists visiting the area benefit the City.

The nearest airport which offers commercial passenger service is San Luis Obispo Airport. The residents of Pismo Beach and the surrounding area will continue to depend on this airport for commercial services.

3. COASTAL ACCESS

As part of the Pismo Beach Local Coastal Plan requirements, California Department of Transportation (CalTrans) conducted a study of population growth and its transportation effects on U.S. Highway 101 in terms of visitor access to the beach. The Study, (see Appendix) as stated in its summary, showed that by the year 1995, U.S. Highway 101 will have a level of service classification of "E". This "E" classification is characterized as having unstable traffic flows, low operating speeds and monetary stopages.

This type of traffic flow discourages tourist travel. Because Pismo Beach is a tourist-oriented community in many ways, visitors may be deterred from the City if access to it is poor. It is important that the off-freeway circulation system of Pismo Beach be improved to help eliminate or reduce the impact of increased traffic so that visitor access is not impaired.

Providing an adequate off-freeway system such as that proposed in this Circulation Element will aid in the reduction of 1995 freeway counts to a more acceptable level of service (see Appendix).

4. PARKING

There are areas in the City that are in need of additional parking spaces. New projects are required to provide adequate off-street parking spaces, the number of which varies depending on use. Developed areas in the City, particularly the Commercial Core, Pismo Creek and Motel District Planning Areas are in need of additional day use parking, particularly recreational related parking spaces for both passenger and large recreational vehicles (R.V.s).

The major area requiring parking is the Commercial Core. A parking survey of the downtown study area was conducted to determine the total number of existing public and private spaces and the parking need based on the parking requirements of the current ordinances and general plan, and the estimated beach-related parking needs and downtown commercial parking needs. The survey is contained in the Appendix.

Based on the survey, the commercial areas currently are deficient in parking. Both commercial parking and recreational-oriented parking is needed on a year-round basis. Temporary parking spaces are needed in the Commercial Core and Pismo Creek Planning Areas for peak recreational use weekends when beach use increases dramatically.

To meet immediate peak day needs, vacant parcels in the downtown area are used as temporary parking lots until more permanent parking location(s) can be found. In the future, adequate spaces should be provided in all new commercial, residential and recreational developments. On-street parking should be discouraged on major arterials and collectors because they constrict traffic flow and are dangerous.

5. GOALS, POLICIES AND PROGRAMS

GOAL CE-1: To establish an adequate system of transportation for people, goods and services.

POLICY CE-1: A transportation system composed of a variety of modes should continue to be developed and maintained which meets the needs of all economic and social segments of the community.

POLICY CE-2: The transportation plan shall support planned land uses as established in the General Plan.

POLICY CE-3: The City will strive for safety, environmental sensitivity and energy efficiency in all transportation designs and improvements.

Program CE-1: New collector streets should be constructed with any new development.

Program CE-2: A roadway system should be constructed concurrent with Oak Park Heights Planning Area development which will connect this area with the downtown area and provide off-freeway access through the entire southern City area.

Program CE-3: Improved signalization, bikeways and reduction of on-street parking should be part of highway improvements.

Program CE-4: The City traffic survey should be updated and recommendations implemented.

Program CE-5: Street improvements shall be consistent with the Circulation Plan.

Program CE-6: A specific Capital Improvement Program for road improvements, including assessment districts, should be formulated and implemented.

Program CE-7: Newly constructed roads shall avoid cut and fill wherever possible so as not to alter the integrity of the natural topography or the scenic values of the area.

Program CE-8: Newly constructed roads should be designed to permit easy and rapid emergency vehicular access.

POLICY CE-4: The City shall encourage the use of available public transportation such as air, rail and buses.

Program CE-9: Greyhound bus lines should be encouraged to expand their services in Pismo Beach and provide more suitable service facilities.

Program CE-10: Trains and air carriers should be promoted and vehicle connector services (taxi, bus, hotel vans, etc.) should be encouraged to carry van and air passengers to Pismo Beach hotels and recreation facilities.

Program CE-11: When feasible, SCAT services should be extended to Saturday and Sunday, particularly during the tourist season.

Program CE-12: SCAT services should eventually link with the San Luis Transportation Services.

Program CE-13: SCAT buses should be equipped with ramps and other features necessary to accommodate the Handicapped.

Program CE-14: Inter and intra-community bus systems should be advertised and promoted in order to insure maximum use and discourage the use of the private automobile.

Program CE-15: County ride sharing programs should be encouraged.

POLICY CE-5: A safe and efficient bike and pedestrian system should be established throughout the City.

Program CE-16: Class I bike paths should be installed on portions of State Highway 1 and on all new major arterials appropriate for bicycle use.

Program CE-17: Bikeways should be encouraged based upon the recommended Bikeway Plan.

Program CE-18: The City should coordinate with the County to provide an oceanfront bicycle and pedestrian trail from the Sunset Palisades area to Avila Beach.

Program CE-19: To insure pedestrian safety, sidewalks shall be required for all new residential and commercial areas as part of the development permit process.

Program CE-20: Existing sidewalks should be upgraded to provide access for the Handicapped and disabled. Improvements shall include ramps at corners, widths of sidewalks appropriate for wheelchairs, and parking materials appropriate for the Handicapped.

POLICY CE-6: Parking for both residents and visitors shall be adequately provided as part of all major land uses.

Program CE-21: In addition to the parking requirements specified in City ordinances, parking, based on area recreational capacity, shall be provided within vicinity of the coastline.

Program CE-22: A parking district should be established in the Downtown area to provide for commercial parking needs.

Program CE-23: The City and downtown business owners should cooperate to develop parking in unused portions of business lots to meet existing commercial parking needs.


The City Of
PISMO BEACH
Sphere of Influence
COASTAL ZONE BOUNDARY
City Limits
Urban Service Line
City Limits
Urban Service Line
City Limits
ROADWAY
EXISTING
PROPOSED
Freeway
Arterial
Collector
Local
Scenic Highway
Interchange
0
600'
1200'
2400'
CIRCULATION
FIGURE DE-5
PREPARED 1980

The City Of PISMO BEACH

F. LAND USE ELEMENT

1. INTRODUCTION

The Land Use Element establishes the framework for development of the City, providing for the general distribution, location and extent of the uses of the land for housing, business, industry, open space, recreation, agriculture, natural resources and other uses of public and private land. The Land Use Element includes standards for population and building intensity to:

1. Promote a balance and functional mix of land uses consistent with community values;

2. Guide public and private investments;

3. Reflect the opportunities and constraints affecting land use identified in other Elements of the General Plan; and

4. Reduce loss of life, injuries, damage to property and economic and social dislocation (Government Codes Section 65302(a)).

The Land Use Element also incorporates the Coastal Act Policies relevant to Locating and Planning New Development. These policies are given on Table LUP-1.

The Land Use Plan has two components: the map and the text. The Land Use Map given on Figure LUP-1 illustrates the kinds, intensity, and location of the proposed land uses for the City, and Table LUP-2 summarizes the acreages by land use. The accompanying text outlines a brief history of the issues and problems that are addressed in the ensuing policy guidelines illustrated by the land use map. The use policies, along with the policies from the Coastal Act, will guide decision-makers in evaluating and permitting developments that are consistent with the land use plan. In addition to general policies by land use category, specific land use plans and policies have been formulated in conjunction with the other elements of the General Plan.

The Land Use Element is a culmination of the policies and programs outlined in other required elements of the General Plan. Many of the conclusions made in this element are direct results of policies and programs contained in these other elements.

TABLE LUP-1

COASTAL ACT POLICIES RELATING TO DEVELOPMENT

There are many section of the Coastal Act that address, either directly or indirectly, the issue of development. In the Act, development is broadly defined to include the placement of or construction of any solid material or structure; land division; removal of major vegetation other than for agricultural purposes, kelp harvesting, or timber operations. Refer to the Appendix for this and other definitions. Only those policies that are not addressed in other sections of the plan are included here.

30106. "Development" means on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought abut in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition. or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of a major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg'Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

30220. Coastal Areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for on the area.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

TABLE LUP-1 (CONTINUED)

30250. (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases, for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller that the average size of surrounding parcels. (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

30252. The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residental development or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high-intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

2. GENERAL LAND USES

a. General Plan Goal

GOAL LUP-1: To promote a balanced and functional mix of land uses consistent with community values.

b. Residential Land Uses

The residential areas in the City constitute the major part of the land use within the urban reserve line. New residential areas have been and will continue to be developed primarily from land now vacant and certain undeveloped lands are designated for future residential development. In general, existing residential areas are designated to be retained for continuing residential use. The Land Use Plan is designed to create residential areas with distinctive identity and has designated an appropriate pattern for residential distribution within the established limits of the population carrying capacity and public services availability for the City.

One important purpose of the Land Use Plan is to assure that residential land is developed to a density suitable to its location and physical characteristics. At present, residential land use patterns suggest that lot sizes and densities are not uniform. Density figures vary by planning area with the Sunset Palisades, portions of Shell Beach, and Pismo Heights Planning Areas being the low density residential areas. The Commercial Core Planning Area is the major high density area in the City. The remainder of the City's residential areas are principally medium density areas. The population density pattern proposed for residential areas is established within three broad categories:

Low Density	up to 4 units per acre
Medium Density	up to 10 units per acre
High Density	up to 30 units per acre

One type of residential development that the City would encourage is planned cluster development. Some of the advantages include increased open space, better visual qualities, additional preservation of sensitive sites, decreased cost of municipal services and an opportunity to provide more affordable housing.

POLICY LUP-1: The residential areas shall provide a balanced number and appropriate locations for single and multi-family dwellings based on adopted density standards. A wide variety of densities and housing types should be encouraged.

POLICY LUP-2: Residential property development should be commensurate with the community facilities capabilities, particularly water availability and sewage treatment plant capacity.

POLICY LUP-3: The residential areas should be protected from non-compatible uses.

TABLE LUP-2

HOUSING & POPULATION FIGURES FOR GENERAL PLAN/LOCAL COASTAL PLAN

	PLANNING AREA	TOTAL ACRES	RES. MAX. UNITS	LOW DENSITY ACRES	LOW DENSITY MAX. UNITS	MEDIUM DENSITY (including M.D. BONUS)		HIGH DENSITY ACRES	HIGH DENSITY MAX. UNITS	MOBILE HOME ACRES	MOBILE HOME MAX. UNITS	RESORT RES. ACRES	RESORT RES. MAX. UNITS
AA	Freeway	0	0	0	0	0	0	0	0	0	0	0	0
A	Sunset Palisades	79	316	79	316	0	0	0	0	0	0	0	0
B	South Palisades	43	301	0	0	43	301	0	0	0	0	0	0
C	North Palisades	1	7	0	0	1	7	0	0	0	0	0	0
D	Spyglass	12	230	5	20	0	0	7	210	0	0	0	0
E	St. Andrews	29	220	25	100	0	0	4	120	0	0	0	0
F	Spindrift	17	122	8	32	9	90	0	0	0	0	0	0
G	Terrace	6.5	40	6	24	0.25	3	0.25	8	0	0	0	0
H	Shell Beach	106	846	3	12	94	564	9	270	0	0	0	0
I	Dinosaur Caves	0	0	0	0	0	0	0	0	0	0	0	0
J	Motel District	11	110	0	0	11	110	0	0	0	0	0	0
K	Commercial Core	31	930	0	0	0	0	0	0	0	0	31	930
L	Pismo Creek	24	168	0	0	0	0	0	0	24	168	0	0
M	Pismo Marsh Coastal	24	168	0	0	0	0	0	0	24	168	0	0
M[1]	Pismo Marsh	0	0	0	0	0	0	0	0	0	0	0	0
N	Oak Park Heights Coastal	3	30	0	0	3	30	0	0	0	0	0	0
N[1]	Oak Park Heights	238	1330	113	452	89	534	9	216	32	128	0	0
O	Industrial Coastal	0	0	0	0	0	0	0	0	0	0	0	0
O[1]	Industrial	0	0	0	0	0	0	0	0	0	0	0	0
P	Pismo Heights Coastal	90	972	48	20	24	240	18	540	0	0	0	0
P[1]	Pismo Heights	51	240	45	180	6	60	0	0	0	0	0	0
Q	Freeway Foothills	58	444	5	20	53	424	0	0	0	0	0	0
	TOTALS	8285	6469	337	1348	333.25	2363	47.25	1364	80	464	31	930

6444 units at 1.88 person/unit = 12.162 Population - Maximum

NOTE: Max. Densities vary by Planning Area - Adjustments were made for special density maximums allowed in the South Palisades, Oak Park Heights and Freeway Foothills Planning Area. Adjustment was made for Shell Beach.

POLICY LUP-4: Development should be sensitive to the site and surroundings. Use of flexible and innovative concepts shall be encouraged.

POLICY LUP-5: When possible, new areas will be developed using the planned unit development concept.

POLICY LUP-6: Residential development to densities less than those specified may be consistent with the intent of this plan, and the maximum densities stated may not necessarily be appropriate.

POLICY LUP-7: Density shall be determined for unsubdivided parcels by calculating the total parcel area minus slopes greater than 30 percent, existing streets, existing waterways and other similar existing unbuildable areas. Density shall be determined for existing subdivided parcels as follows:

1. One family and planned residential zone uses may be consistent with low density designations.
2. One, two or three-family and planned residential zone uses may be consistent with medium density designations.
3. One, two or three-family, multiple family and planned residential zone uses may be consistent with high density designations.

c. Public and Semi-Public Land Uses

Public and semi-public categories designate land currently in public ownership. These areas should be developed for public use. This category does not include public parks.

POLICY LUP-8: The City will strive to provide adequate public facilities on publicly owned land.

d. Resort Commercial Land Uses

Commercial activities catering primarily to tourist and resort trade should be promoted to meet the demands of tourists of all income levels. Visitor services catering to tourists of all income levels in the Resort Commercial designation in the Commercial Core area should be considered as a priority use along with motels and hotels. R.V. parks should be located in the Pismo Creek planning area only as they are not compatible with existing resort commercial uses in other planning areas in the City.

POLICY LUP-9: Resort Commercial Land Uses shall consist of motels, hotels, R.V. Parks and visitor services.

POLICY LUP-10: Conversion of visitor serving lodging to other nonvisitor-serving types of uses shall be prohibited unless the cost of rehabilitation is greater than 50 percent of the market value of the structure or the City finds, based upon supporting data, that the existing use can no longer be made economically viable.

POLICY LUP-11: R.V. parks shall be restricted to the Pismo Creek Planning Area.

POLICY LUP-12: Resort Commercial land uses should be oriented toward all tourist income levels.

POLICY LUP-13: The City may find residential and/or non-visitor serving commercial uses appropriate for this zone in the event the size, shape or location of the parcel make it inappropriate for the visitor serving use. Specific criteria shall be established for the non-visitor serving use of parcels designated Resort Commercial. Additionally, the types of non-visitor serving uses which would be permitted on parcels designated Resort Commercial shall be established in Phase III of the City's Local Coastal Plan. Uses which shall be specifically prohibited include office space for general or medical businesses, and non-retail commercial services.

The following changes to Figure LUP-1 (Land Use Plan Map) shall be made commensurate with designated changes made herein:

1. North Spyglass Planning Area: Northernmost parcel to resort commercial.

2. Commercial Core Planning Area: Seaward parcels of Cypress between Stimson and Addie Streets to resort commercial.

e. Resort-Residential Land Uses

Resort-Residential land uses are a mixture of motels and high density land uses deemed to be necessary to ensure the viability of the downtown commercial area. Visitor serving uses such as motels, which cater to tourists of all income levels should be promoted in the area adjacent to the downtown commercial core. Apartments and other similar residential uses should also be promoted to provide a year-round vitality to the downtown. The appropriateness and compatibility of either motels or apartments shall be determined by the City in consideration of development proposals.

POLICY LUP-14: Resort-Residential land uses shall consist of motels, hotels, apartments, condominiums and other similar uses.

POLICY LUP-15: All income levels should be considered for new uses in the Resort-Residential land use category.

POLICY LUP-16: The City shall determine the compatibility, feasibility and appropriateness of land uses in the Resort-Residential category on a case-by-case basis.

f. Commercial Land Uses

Commercial land use designations include visitor serving, neighborhood and regional commercial uses. Visitor serving uses should be encouraged within coastal commercial areas.

Existing retail commercial uses include the shopping areas in Central Pismo Beach, Five Cities Shopping Center, strip commercial development along the frontage road in Shell Beach and the Spyglass Shopping Center. Present retail activity in the Central Business District is scattered and parking is inadequate.

There is undeveloped commercially-zoned property at Fourth Street and U.S. Highway 101. An additional small commercial site is designated along Mattie Road, adjacent to the existing restaurant. It is important to consider the appropriate types of commercial uses for these areas, balancing the need for tourist-oriented commercial uses and residentially-oriented commercial uses. Commercial uses should be retail stores, offices and service uses with some permitted secondary uses.

POLICY LUP-18: Attractive and stimulating surroundings should be provided to make all commercial areas more enjoyable places in which to shop and work.

POLICY LUP-19: Areas devoted to commercial uses should be regulated by reasonable requirements safeguarding against unsightly development, unsightly storage areas, accumulation of waste and out of scale advertising.

POLICY LUP-20: Residential uses in conjunction with commercial uses in the commercial areas are encouraged.

g. INDUSTRIAL LAND USES

There presently is only one area in the City that can accommodate industrial development. This area is located northeast of U.S. Highway 101 and adjacent to the SPRR tracks. Proper development standards should be approved and employed before development occurs.

POLICY LUP-21: Non-polluting, light industrial and light manufacturing uses shall be permitted.

POLICY LUP-22: Industrial development shall not adversely impact the sensitive habitats of Pismo Creek or Pismo Marsh. Industrial uses shall comply with industrial regulations and standards, including air pollution and waste disposal standards, and should present a pleasant appearance.

h. Open Space Land Uses

Open space planning is extremely important in the City due to the scenic value of the area. The open space element of this General Plan is incorporated into the Land Use Plan (see Open Space Element).

i. Urban Reserve Land Use

The urban reserve areas are located in the Oak Park Heights Planning Area. The urban reserve designation is designed to provide land for future development. The urban reserve areas should be held in Open Space use until such time as the City is ready to extend the required services into these areas.

POLICY LUP-23: No development shall occur in Urban Reserve areas until the areas are redesignated to other land uses.

j. Agricultural Land Uses

At present, there is no land within the City Limits that is designated agricultural. The foothill areas outside the ultimate urban service boundaries are within the City Planning Area (and under County jurisdiction but within the Coastal Zone) and should be retained as agricultural/open space.

POLICY LUP-24: The County of San Luis Obispo shall be requested to refer any pending development in the City's Sphere of Influence for review and comments.

3. NEIGHBORHOOD SPECIFIC PLANS

This section meets the level of detailed planning required by the Coastal Act. The information is organized into three sections. The first section is a summary of the planning areas; the second section gives the land use program concepts for development of the neighborhood planning areas; and the third section gives the policies and programs specifically related to the neighborhood planning areas. These policies and programs are in addition to the general goals, policies and programs given in the preceding elements of the General Plan.

Figure GP-1 in Section I, Chapter II, Part 5, shows the locations of the planning areas. General descriptions of the study areas are given in the same section of the General Plan. Where applicable, policy numbers as given in other elements of the plan are referenced.

a. Sunset Palisades Planning Area A

SUMMARY

The Sunset Palisades area is a low profile residential neighborhood with a backdrop of the coast. Approximately one half of the planning area is developed in low density residential use. The bluff tops along this stretch of coast are primarily under private ownership with few undeveloped residential lots. There is an easement to San Luis Obispo County from the toe of the bluff to the mean high tide line. Water and waste services will be improved and extended as part of the Spyglass Assessment District.

The base of the bluffs is a natural resource area which should be protected. Potential damage by high wave conditions is possible (see Table EN-13). Some residences along the bluffs have provided their own stairways to small beaches. Some of these have been damaged in past storms. Seawalls to protect an existing structure are permitted only if there is no other less environmentally damaging alternative.

Approximately 8 acres of recreational areas are designated in the planning area and are located to allow for view corridors from Shell Beach Road/Palisades Drive and U.S. Highway 101 (scenic highway). The property between Shell Beach Road/Palisades Drive and U.S. Highway 101 is subjected to high noise levels from both U.S. Highway 101 and Shell Beach Road/Palisades Drive. Archaeological resources are evident in the area.

LAND USE PLAN CONCEPTS

All of the residential areas in Sunset Palisades are designated low density. Limited clustering of units may be desirable to retain coastal views. Any new developments should be in harmony with the existing community, and project layouts should take into consideration the scenic value of the area. Density transfers may be allowed.

Development for the Ontario Hill Urban Reserve Area is estimated for 1990-1995, provided that adequate public services are available for this area.

POLICIES AND PROGRAMS FOR SUNSET PALISADES PLANNING AREA

POLICY SPA-1: The Sunset Palisades area shall remain low density residential with considerations given to preservation of scenic resources and use of open space.

Program SPA-1: The undeveloped portion of the Sunset Palisades planning area (at the time of the Certification of the Local Coastal Program Land Use Plan) shall be rezoned to Planned Unit Residential Single Family Development for detached single family residences on lots compatible with the adjacent undeveloped area.

Program SPA-2: A minimum of 60 percent of the undeveloped portion of the planning area (at the time of Certification of the Local Coastal Program Land Use Plan) shall be retained in Open Space. (Road right-of-ways shall not be considered open space of calculated in determining open space requirements.) Ocean overviews and corridor views from Shell Beach Road and from the small park area at the northwest corner of the site shall be protected.

Program SPA-3: Of the unsubdivided portion of the planning area, a minimum of 25 percent of the total open space shall be developed as common open space; the remaining portions of the open space may be allocated as private open space servicing individual parcels.

Program SPA-4: The heights of all structures in the undeveloped portions of the Planning Area shall be limited to a maximum of 15 feet above the center of the graded building pad on the to-be-created lots, but in no case shall any part of the building pad of the to-be-created lots exceed 10 feet above the grade at any point of any to-be-created lot as the grade exists at the time of the Certification of the City's Local Coastal Plan. Grading fill of all areas adjacent to lots on Indio and El Portal streets shall only be permitted when necessary for proper drainage and the protection of archaeological resources. In these cases, such fill shall be kept to an absolute minimum and not exceed two (2) feet in height.

Program SPA-5: The unsubdivided portion of the planning area (at the time of Certification of the Local Coastal Program Land Use Plan) shall be developed with a non-linear, clustered lot arrangement. Lots shall be arranged to maximize visual access to the ocean and minimize adverse visual impact of structures on the viewshed from U.S. Highway 101. Open space shall be arranged to preserve view corridors through the development and compliment the ocean vista and dominant coastal landforms.

POLICY SPA-2: Development shall consider special environmental problems defined in the area.

Program SPA-6: Prior to development of this area, detailed analyses should be undertaken to determine surface water runoff patterns from the Freeway Foothills Planning Area and U.S. Highway 101.

Program SPA-7: Any development that occurs near U.S. Highway 101 or Shell Beach Road/Palisades Drive should provide mitigation to reduce excessive noise levels.

Program SPA-8: The coastal tidal and subtidal areas should be protected by limiting public beach access only to Florin Street. Private stairways should be discouraged in this area.

POLICY SPA-3: Access and recreation facilities should be provided consistent with environmental constraints of the area and need for the services.

Program SPA-9: The Topaz Street and Encanto Street undeveloped accesses (Nos. 1 and 2 on Figure DE-2) shall be developed as viewpoints rather than as stairways. Low-lying drought tolerant prickly vegetation which will deter undesignated access paths should be planted in the existing access paths at the top of the bluff. Park benches are recommended to encourage use of these areas as viewpoints.

Program SPA-10: The 20-foot City-owned access point at the end of Florin Street (No. 3 on Figure DE-2) should be developed with a stairway to the beach. This stairway will provide beach access for the inland park users and nearby residents. Parking for the accessway should be provided in the parking areas planning for the park.

Program SPA-11: The offer to dedicate a lateral easement running generally from the mean high tide line to the top of the bluff for pedestrian use (APN 10-152-29) should be accepted by the State Department of Parks and Recreation in the form of an easement running from the mean high tide to the toe of the bluff.

Program SPA-12: The existing County easement along the mean high tide line to the toe of the bluff should be given to the State Department of Parks and Recreation.

POLICY SPA-4: The City Council should recommend to the County Board of Supervisors, as a prerogative of the City to exercise review of lands within its sphere of influence, that Ontario Hills be designated as having high scenic value to the City and that any planned development be restricted to preserve the area's scenic values.

b. South Palisades Planning Area B

SUMMARY

The South Palisades planning area is primarily undeveloped and has the potential to provide for additional recreational opportunities. This area is currently subdivided into narrow two and three acre parcels which necessitate a coordinated approach to the planning of this area. Given the steep and rapidly eroding bluffs, use should be limited to those areas which can safely support public use (Access Nos. 5, 7 and 7). There are areas along the bluff top which can safely be developed with access stairways to the beach and with passive recreation parks or view areas. There also is the potential to provide a lateral bluff top green belt (Access No. 8) area (similar to Shell Beach and Margo Dodd Parks in the Shell Beach Planning Area) to be used by future residents and visitors. However, due to the sensitive bluff tops, access to this area should be linked to pedestrian and bicycle paths inter-linked to Shell Beach Road/Palisades Drive and parking areas. Depending on the future road configurations in this area (see Transportation and Circulation), there will be the ability to provide a few parking spaces on the cul-de-sacs at the top of the bluffs, but these should be preserved for neighborhood use and handicapped use. Parking should be provided along Shell Beach Road/Palisades Drive with the major visitor access to the beaches via improvements to the drainage swale.

LAND USE PLAN CONCEPTS

This area has been designated entirely for medium density development with provisions for medium density transfers in the area between Shell Beach Road/Palisades Drive and U.S. Highway 101; see Section V, Chapter I for definition of density transfer zones. The property owners who own both sides of Shell Beach Road/Palisades Drive can transfer the density over from the Freeway side to the ocean side of U.S. Highway 101.

Clustering concepts in the medium density area are desirable and encouraged. By clustering, developments can be designed for better solar access, larger open spaces and preservation of views. Cluster housing can also minimize impacts to a sensitive resource such as soils, vegetation and bluff stability.

Common recreation facilities within the developments should be part of the design of the area as well as inclusion of individual open space. A bluff top park for walking and sight seeing will also be established and can overlap into the area designated as bluff development setbacks.

It is desirable to design the individual housing cluster developments so that they tie in with the area as a whole. The projects need not be the same design; it is preferable that the developments be different but harmonize with each other. Similar building materials could be used throughout the entire planning area in order to provide identity (such as wood trim, shingle roofs, tile roofs, etc.).

POLICIES AND PROGRAMS FOR SOUTH PALISADES PLANNING AREA B

POLICY SPB-1: The South Palisades Planning Area shall be designated a Limited Medium Density (up to 7 du/ac) cluster development area with considerations given to preservation of scenic resources and use of open space.

Program SPB-1: To preserve the open space feeling of the South Palisades, and to ensure pleasing diversity of development design within a homogeneous area: 1) The property shall be generally considered as one neighborhood when providing open space and scenic corridors; 2) adequate open space areas should be provided along the blufftops in order to offer maximum public safety and enjoyment of the aesthetic qualities of the shorescape and panoramic view, while at the same time preserving the bluff tops.

Program SPB-2: The entire area shall be zoned Planned Residential to allow cluster uses and maximum open space and will be developed under a Specific Plan.

Program SPB-3: Development of this planning area shall be designed to protect and maintain the scenic coastal vista provided along this section of the coast by protecting visual access to the ocean and dominant coastal landforms. Specifically, the size and location of structures shall retain to the maximum extent feasible intermittent views of the visible line of the Coastal bluff edge and retain views of the ocean as viewed from U.S. Highway 101. To accomplish these design objectives, the following standards shall be incorporated into the Specific Plan:

1. All development shall be built on or into existing grades.

2. Residential units shall be predominantly attached and clustered.

3. A minimum of 60 percent of each of the existing parcels within the planning area shall be retained in open space.

4. Heights of structures on subdivided parcels immediately landward of the required bluff setback (see Figure LUP-2) shall not exceed 15 feet in height from the existing grade.

5. Heights of structures other than those identified in subsection 5 above shall not exceed a maximum of 25 feet above existing grade.

6. Road right-of-way widths shall be complimented by an additional structural setback of a minimum of 20 feet.

7. Open space shall be arranged to maximize view corridors through the planning area from public viewing areas to protect and maintain views of both the ocean and coastal foothills, as well as the visual sense

of the coastal terrace landform. Accordingly, common open space shall have continuity throughout the development and shall not be interrupted by fences or other structures.

Program SPB-4: Heights of structures should vary from one to two story structures consistent with Program SPB-2(a) above; two story structures will be allowable only in areas which will not substantially block ocean overviews from U.S. Highway 101.

Program SPB-5: A medium density transfer zone should be established for the area between U.S. Highway 101 and Shell Beach Road/Palisades Drive. Transfer densities shall be required when the property owner owns both the contiguous property between U.S. Highway 101 and Shell Beach Road/Palisades Drive and between Shell Beach Road/Palisades Drive and the ocean. Residential uses will be allowed with proper noise mitigation in the area.

POLICY SPB-2: Development shall consider special environmental conditions defined in the area.

Program SPB-6: Prior to development of this area, detailed analyses shall be undertaken to determine surface water runoff patterns from the Freeway Foothills Planning Area and U.S. Highway 101.

Program SPB-7: Geology reports shall be required for projects which request development near the bluffs at distances less than the 20° rule from the top of the bluff; see also Programs S-10 and S-11.

Program SPB-8: Appropriate erosion control measures should be implemented for construction of any project in this planning area; project designs which contain appropriate erosion control measures and which specify methods for maintenance are required.

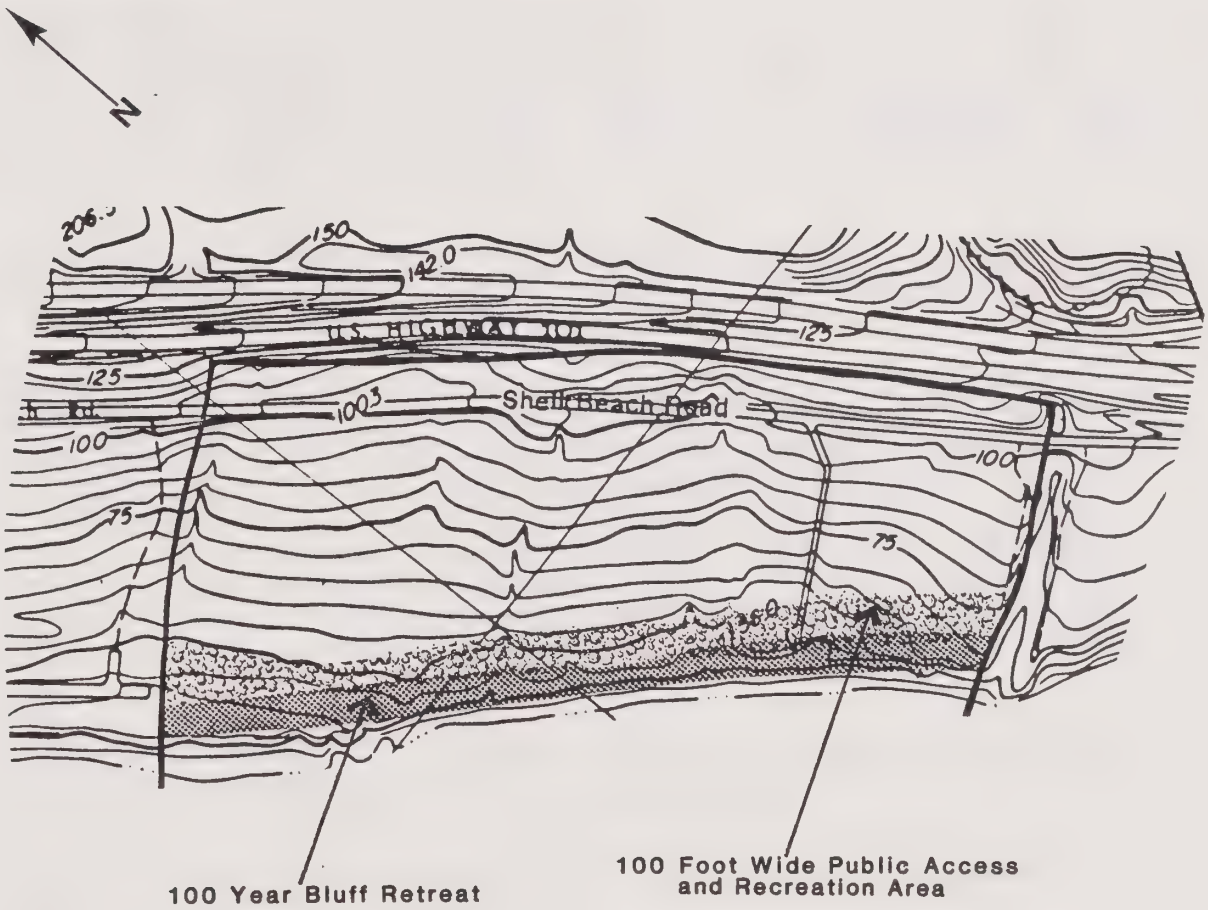
Program SPB-9: An archaeological reconnaissance shall be required prior to any development in this planning area.

Program SPB-10: Any development that occurs near U.S. Highway 101 or Shell Beach Road/Palisades Drive should provide mitigation to reduce excessive noise levels within the development.

POLICY SPB-3: Access and recreation facilities should be provided consistent with environmental constraints of the area and need for services.

Program SPB-11: Public access will be provided at the drainage swale in order to provide better access to the sandy beach at the base of the bluffs. Parking spaces should be provided in several small lots and along Shell Beach Road/Palisades Drive. The State Department of Parks and Recreation should accept the offer to dedicate this access and parking area should it be offered as part of the future development plans.

FIGURE LUP-2



SOUTH PALISADES PLANNING AREA

Community Development Department
1000 Bello Street, P.O. Box 3
Pismo Beach, CA 93449
(805) 773-4657

Program SPB-12: Three stairway accesses to the beach may be developed in geologically sound areas which shall serve the neighborhood (see Table DE-4 and Figure DE-2).

Program SPB-13: All private development shall be set back from the top edge of the bluff a distance sufficient to include a 100 foot side public access and recreation area, plus a 100 year bluff retreat setback (see Figure LUP-2). The bluff retreat setback shall be determined through a site specific geological study conducted by a qualified registered geologist.

Program SPB-14: Access easements shall be dedicated to the State Parks and Recreation Department, generally running from the mean high tide line to the toe of the bluff for pedestrian use.

Program SPB-15: As a condition of development, an irrevocable offer to dedicate in fee simple, grant in perpetuity an easement, or record a deed restriction over a strip of land along the top of the bluff edge sufficient to include a 100 foot wide lateral public access and recreational area plus a 100 year bluff retreat shall be made to or recorded with an appropriate public agency. Such offer shall run for 25 years and shall be for the purposes of providing beach access and passive recreational opportunities along the coastal bluffs for the general public, visitors and future residents of the planning area.

Program SPB-16: Encroachments into the public lateral access and recreational area shall be limited to roadway extensions which incorporate public parking opportunities; such encroachments shall not extend more than 35 feet into the public lateral accessway.

POLICY SPB-4: The circulation system which incorporates looped roads shall be incorporated into the Land Use Plan.

Program SPB-17: The loop road system shall be designed in conformance with City standards and shall allow for public access to the linear park area along the blufftop and City utility easement. The loop system shall provide for bicycle trails which shall connect with the bluff top trail along the City Utility easement. Proposed development shall conform to the proposed loop road system, and will be required to construct the necessary road improvements as part of the development requirements.

c. North Spyglass Planning Area C

SUMMARY

The North Spyglass Planning Area contains three undeveloped parcels and a motel. The bluffs are lower in height than in the northern portions,

approximately 50 feet. At the base of the bluffs is a narrow sandy beach accessible during normal tides. Bluff erosion is severe and is estimated to be about 6 inches per year.

LAND USE CONCEPTS

The undeveloped parcels are recommended for resort development with provisions for open space along the bluff to allow for bluff setback protection and public access. An additional stairway leading from the resort uses can be considered if a suitable and geologically safe location can be found. This additional stairway also would require public access. Public parking will be required in addition to other parking requirements.

POLICIES AND PROGRAMS SPECIFIC TO NORTH SPYGLASS PLANNING AREA C

POLICY SPC-1: The North Spyglass Planning Area shall be oriented primarily to visitor serving uses.

Program SPC-1: All private development shall be setback from the top edge of the bluff a distance sufficient to include a 50 foot wide lateral public access and recreational area plus a 100 year bluff retreat setback. The 100 year bluff retreat setback shall be determined through a site specific geological study conducted by a qualified registered geologist, but in no case shall the retreat setback be less that 50 feet from the top edge of the bluff.

Program SPC-2: Development shall not substantially block ocean views from U.S. Highway 101. Corridor views shall be provided within any proposed development complex.

POLICY SPC-2: Public access along the bluff tops shall be provided as part of proposed development consistent with safety and environmental considerations.

Program SPC-3: A lateral easement from the toe of the bluff to the mean high tide mark shall be required on any new development. These easements shall be given to the State Department of Parks and Recreation.

Program SPC-4: As a condition of development an irrevocable offer to dedicate in fee simple, grant in perpetuity an easement, or record a deed restriction over a strip of land along the top edge of the bluff sufficient to include a 50 foot side lateral public access and recreational area plus a 100 year bluff setback shall be made to or recorded with an appropriate public agency. Such offer shall run for 25 years and shall be for the purpose of providing beach access and passive recreational opportunities along the coastal bluffs for the general public and visitors to the planning area.

Program SPC-5: As a condition of development, an irrevocable offer to dedicate in fee simple, grant in perpetuity an easement, or record a deed restriction for vertical public access a minimum of 10 feet wide running from Shell Beach Road to the lateral accessway along the bluff shall be required. This accessway shall be located on the western-most parcel of the planning area. However, this accessway shall not be located within the arroyo at the western end of the planning area, except that the terminus of the accessway which leads to the beach may be located in the mouth of the arroyo. Structures adjacent to this accessway shall be located and sited so as to not impose upon the "open space" nature of the accessway. As a condition of development, the vertical accessway described above shall be developed with a pedestrian path and landscaping. A minimum of 15 foot structural setback shall be maintained from the arroyo, unless a geologic report prepared by a qualified registered geologist indicates a need for a larger setback.

Program SPC-6: As a condition of development a minimum of 65 public parking spaces shall be developed within the buildable portions of the planning areas. The parking spaces shall be developed within the buildable portions of the planning areas. The parking spaces shall be equitably distributed over the subject parcels of the South Palisades and North Spyglass planning areas, and may be located adjacent to either side of Shell Beach Road. Parking on the landward side of Shell Beach Road shall be limited to the CalTrans right-of-way. Such public parking shall be required in addition to the commercial parking requirements contained in the City's certified Local Coastal Plan. Additionally, adequate signing notifying the public of the public parking opportunities and identifying the location of the accessway shall be provided.

POLICY SPC-3: Development shall consider special environmental conditions defined in the area.

Program SPC-7: An archaeological reconnaissance shall be required prior to any development in this planning area.

Program SPC-8: Appropriate erosion control measures shall be implemented for any project in this planning area; project designs must contain appropriate erosion control measures which specify methods for maintenance are required.

Program SPC-9: Geology reports shall be required for projects which request development near the tops of bluffs at distances less than the 20° rule.

D. SPYGLASS PLANNING AREA D

SUMMARY

With the exception of some single-family parcels, the Spyglass Planning Area is fully developed. The Spyglass Point Park is located within this planning area and is now being developed.

LAND USE PLAN CONCEPTS

Since this planning area is already substantially developed, the General Plan proposes no land use changes.

POLICIES AND PROGRAMS SPECIFIC TO SPYGLASS PLANNING AREA D

POLICY SPD-1: Existing land uses shall be continued.

POLICY SPD-2: Public access shall be provided in conjunction with park improvements.

Program SPD-1: The City should accept the offer of dedication of the improved five foot wide access from Sea Cliff Drive to Spyglass Park.

Program SPD-2: The City should pursue access grants to develop the pathway and stairs to the beach in Spyglass Park.

POLICY SPD-3: Development shall consider special environmental conditions defined in the area.

Program SPD-3: Development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff.

Program SPD-4: Appropriate erosion control measures should be implemented for any project along the blufftops; development designs must contain appropriate erosion control measures which specify methods for maintenance.

Program SPD-5: Geology reports shall be required for any development near the top of the bluff at distances less than the 20° rule.

E. ST. ANDREWS TRACT PLANNING AREA E

SUMMARY

The St. Andrews Planning Area is almost completely developed with single-family homes and apartments. The planning area does not have the potential to be developed as a major recreational area. However, during low tide conditions there are small beaches accessible to the public.

There is a blufftop access from Naomi Avenue dedicated to the City which is connected to another easement south of the planning area which the City has acquired. This access leads to a spectacular viewpoint which is under private ownership but which is available for public use.

LAND USE PLAN CONCEPTS

Since this planning area is substantially developed, the General Plan proposes no land use changes.

POLICIES AND PROGRAMS SPECIFIC TO THE ST. ANDREWS TRACT PLANNING AREA

POLICY SPE-1: Existing land uses should be continued.

Program SPE-1: A stairway should be considered for the park area. This stairway has lower priority than stairways which would provide access to beaches with greater carrying capacity.

POLICY SPE-2: Public access shall be provided to the coast consistent with the residential character of the planning area.

Program SPE-2: A lateral access from the mean tide line to the toe of the bluff shall be required to be dedicated to the State Department of Parks and Recreation as a condition with any development along the blufftop.

POLICY SPE-3: Any development shall consider special environmental conditions defined in the area.

Program SPE-3: Any development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff.

Program SPE-4: Appropriate erosion control measures should be implemented for any construction along the blufftops; development designs must contain appropriate erosion control measures which specify methods for maintenance.

Program SPE-5: Geology reports shall be required for any development near the top of the bluff at distances less than the 20° rule.

F. SPINDRIFT PLANNING AREA F

SUMMARY

The Spindrift area is completely developed with the exception of a parcel approved for condominium development along Shell Beach Road. The area contains an estate at the northern portion of the bluff tops, single-family residences along Park Place and a large condominium development in the southern half of the planning area. Public access is limited to a City easement off Naomi Avenue in the St. Andrews Tract Planning Area.

LAND USE CONCEPTS

Since the planning area is substantially developed, the General Plan proposes no land use changes.

POLICIES AND PROGRAMS SPECIFIC TO SPINDRIFT PLANNING AREA F

POLICY SPF-1: Existing land uses should be continued.

POLICY SPF-2: Adequate public access to the bluff top shall be continued.

Program SPF-1: A public lateral easement shall be required as part of new development from the mean tide line to the toe of the bluff. This easement shall be dedicated to the State Department of Parks and Recreation.

Program SPF-2: Public blufftop access may be required with any new development of the area.

POLICY SPF-3: Development shall consider special environmental conditions defined in the area.

Program SPF-3: A geology report shall be required for any new development along the bluffs to ensure that adequate bluff setbacks are provided. Any development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff.

Program SPF-4: An archaeological reconnaissance shall be required prior to any development project in this planning area.

Program SPF-5: Appropriate erosion control measures should be implemented for any construction along the bluff tops; development designs must contain appropriate erosion control measures which specify methods for maintenance.

G. TERRACE AVENUE PLANNING AREA G

SUMMARY

The Terrace Avenue--Shoreline Drive Planning Area consists of the Shell Beach Elementary School and a residential neighborhood consisting primarily of large two-story homes. Because of the moderate degree of slope and the openness of the Shell Beach School, there is an unobstructed ocean overview from U.S. Highway 101 in this area. Substantial bluff retreat has occurred in this area. A 25 foot setback is required for single family development located along the blufftop.

LAND USE CONCEPTS

Since the planning area is substantially developed, the General Plan proposes no land use changes.

POLICIES AND PROGRAMS SPECIFIC TO TERRACE AVENUE PLANNING AREA G

POLICY SPG-1: Existing land use should be continued.

Program SPG-1: The landscaping should be improved as a requirement of any proposed expansion of the school.

POLICY SPG-2: Development shall consider special environmental conditions defined in the area.

Program SPG-2: A geology report shall be required for any new development along the bluffs to ensure that adequate bluff setbacks are provided. Any development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff.

Program SPG-3: Seawalls may be required in this area, but shall not be permitted unless the City has determined that there are no less environmentally damaging alternative for the protection of existing development.

Program SPG-4: Appropriate erosion control measures should be implemented for any construction along the bluff tops; development designs must contain appropriate erosion control measures which specify methods for maintenance.

H. SHELL BEACH PLANNING AREA H

SUMMARY

The planning area, with the exception of scattered vacant lots, is essentially developed. The City owns two bluff top park areas and a few small parcels containing public buildings. The majority of the bluff tops are in City ownership.

The Shell Beach bluff areas are significant recreational areas. Two beachfront parks are the aesthetic focus; both are seriously endangered by erosion and, unless systematic erosion control is undertaken, these valuable resources will be lost.

LAND USE CONCEPTS

Since this planning area is significantly developed, the General Plan proposes no land use changes.

POLICIES AND PROGRAMS SPECIFIC TO SHELL BEACH

POLICY SPH-1: Existing land uses should be continued.

POLICY SPH-2: Shell Beach should be recognized as having unique shoreline qualities which must be protected.

Program SPH-1: Existing access should be improved and maintained along the blufftops.

Program SPH-2: The City should pursue all available sources to provide the necessary funds to improve the parks along the Shell Beach bluffs.

Program SPH-3: Measures, such as signing and policing, will be instituted to prohibit removal of tidepool marine life.

Program SPH-4: The vista point at the end of Boeker Street should be designated as a bird lookout and left in its natural state for neighborhood use.

Program SPH-5: Drainage pipes in the park areas should be as inconspicuous as possible and park areas should be landscaped with drought resistant, low maintenance plants.

Program SPH-6: The City should provide appropriate regulated parking areas for the two parks consistent with the carrying capacity of the beach area to be served and the character of the surrounding community.

Program SPH-7: The City should institute a program of erosion control to protect the park areas.

POLICY SPH-3: The City will place special emphasis on the restoration, upgrading and enhancement of the Shell Beach commercial area.

Program SPH-8: The City should encourage increased commercial uses along Shell Beach Road.

POLICY SPH-4: A buffer zone of High Density Residential should be provided between the commercial zone and the single family residential area.

POLICY SPH-5: The City will place special emphasis on the restoration, upgrading and enhancement of the Shell Beach residential areas.

Program SPH-9: Guidelines should be established for the development of appropriate size structures. The guidelines should allow property owners the right to develop a structure of adequate size with consideration for the appearance of bulk and maintaining maximum public viewshed of the ocean from U.S. Highway 101. The guidelines should address the following:

POLICIES AND PROGRAMS SPECIFIC TO SHELL BEACH

POLICY SPH-1: Existing land uses should be continued.

POLICY SPH-2: Shell Beach should be recognized as having unique shoreline qualities which must be protected.

Program SPH-1: Existing access should be improved and maintained along the blufftops.

Program SPH-2: The City should pursue all available sources to provide the necessary funds to improve the parks along the Shell Beach bluffs.

Program SPH-3: Measures, such as signing and policing, will be instituted to prohibit removal of tidepool marine life.

Program SPH-4: The vista point at the end of Boeker Street should be designated as a bird lookout and left in its natural state for neighborhood use.

Program SPH-5: Drainage pipes in the park areas should be as inconspicuous as possible and park areas should be landscaped with drought resistant, low maintenance plants.

Program SPH-6: The City should provide appropriate regulated parking areas for the two parks consistent with the carrying capacity of the beach area to be served and the character of the surrounding community.

Program SPH-7: The City should institute a program of erosion control to protect the park areas.

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Program SPH-8: The City should encourage increased commercial uses along Shell Beach Road.

POLICY SPH-4: A buffer zone of High Density Residential should be provided between the commercial zone and the single family residential area.

POLICY SPH-5: The City will place special emphasis on the restoration, upgrading and enhancement of the Shell Beach residential areas.

Program SPH-9: Guidelines should be established for the development of appropriate size structures. The guidelines should allow property owners the right to develop a structure of adequate size with consideration for the appearance of bulk and maintaining maximum public viewshed of the ocean from U.S. Highway 101. The guidelines should address the following:

a) Development must not significantly block the ocean overviews from U.S. Highway 101.

b) Establish the criteria for architectural review.

c) Encourage common wall development on two small contiguous lots.

d) Encourage the assimilation where possible of small lots into larger lots.

e) Insure that new construction and/or remodelling provide adequate off-street parking.

f) Development must consider the appearance of bulk and scale.

POLICY SPH-6: Development shall consider special environmental conditions defined in the area.

Program SPH-10: A geology report shall be required for any new development along the bluffs to ensure that adequate bluff setbacks are provided. Any development along the bluffs shall be setback a minimum of 25 feet from the top of the bluffs.

Program SPH-11: Appropriate erosion and drainage control measures should be implemented for any construction along the bluff tops; development designs must contain appropriate erosion control measures and drainage plans which specify methods for maintenance are required.

I. DINOSAUR CAVES PLANNING AREA I

SUMMARY

The Dinosaur Caves area is currently undeveloped and is covered by grasses.

The two individually owned parcels are visible from U.S. Highway 101 and are an important scenic area. The parcels have repeatedly been recommended for acquisition by the State Department of Parks and Recreation and other groups. The public has had continued access to the cliffs from several locations on the property.

The Dinosaur Caves area should be preserved for visitor and recreational use. Currently the area is utilized by travelers and recreational vehicles for day use. The property has the potential for much more recreational use than is being provided.

The edge of the bluffs is a potential geological hazard; portions of the bluffs have collapsed in recent years. The bluff portions and cave area have been designated for use as open space.

LAND USE CONCEPTS

Only the northeast portion of the Dinosaur Caves area is developable. The Dinosaur Caves site is a highly scenic area and it is suggested that it be acquired by a state agency. If the area is not acquired, development should be carefully controlled. It is very important that the type of development that occurs in the planning area be subdued and blend with the ocean character. Height, bulk and scale considerations are very important, and view of the ocean and coastline viewsheds from U.S. Highway 101 should be maximized. It is preferable that building densities and heights be concentrated in one area of the parcel as opposed to a structure which covers a large portion of the site. For this reason, heights are recommended to be flexible provided that size, bulk and scale considerations are met. Zoning overlay restrictions should be imposed on the property to require maximum use of open space.

POLICIES AND PROGRAMS SPECIFIC TO DINOSAUR CAVES

POLICY SPI-1: The City should seek acquisition of the area.

Program SPI-1: The City shall recommend to the State Department of Parks and Recreation, the Coastal Conservancy or other applicable public agencies that they acquire Dinosaur Caves and develop it as a recreational park.

Program SPI-2: The City should continue to investigate all possible funding sources until all known sources are exhausted.

POLICY SPI-2: In the event that the Dinosaur Caves area cannot be acquired by a public agency, the planning area shall be designated for development as a visitor serving facility with specific regulations safeguarding the public interest.

Program SPI-3: The City will permit no development on either parcel until a specific plan for that entire parcel has been approved with due consideration for open space.

Program SPI-4: The open space area may include recreational improvements, such as trails, outdoor dining, picnic areas, landscaping, etc., but these shall be a safe distance from the edge of the bluffs. The open space areas shall be a public easement.

Program SPI-5: A public service area (restrooms, drinking fountain, parking, etc.) will be provided as a part of the development of each parcel.

Program SPI-6: The rock outcrop at the south end of the Dinosaur Caves Planning Area is a sensitive archaeologic site and shall be left in open space. Public access shall be required via an extension of the public

easement along the blufftop. The access shall connect with the Elmer Ross Beach and public parking shall be provided in conjunction with the accessway.

Program SPI-7: Height, bulk and scale of any development in the area shall not detract from the ocean viewshed from U.S. Highway 101. Heights shall be below the level of the freeway and shall be allowed to exceed 25 feet only if maximum views are maintained over the rest of the area.

Program SPI-8: Stairways to the pocket beaches are discouraged due to safety reasons. A specific geologic and beach safety study will be required prior to development of a stairway.

POLICY SPI-3: Development shall consider special environmental conditions defined in the area.

Program SPI-9: For the northern property in the planning area, the public open space area may include passive recreation improvements such as trails, picnic areas, landscaping, etc., but these shall be a safe distance from the edge of the bluffs. The private open space areas may be developed with active recreational or visitor serving uses, including outdoor dining, provided such uses do not detract from public views of the ocean. All development shall be set back from the top edge of the bluff as described in Figure LUP-4. Private development shall be located landward of a line extending east from the southern edge of Pearl Street to the intersection of a line running parallel to and landward of the top edge of the bluff; such line paralleling the bluff shall be a distance from the bluff edge sufficient to include a 50 foot wide lateral public access and recreational area plus a 100 year bluff retreat setback. The bluff retreat setback for a 100 year period shall be determined through a site specific geologic study conducted by a qualified registered geologist.

Program SPI-10: For the northern property in the Planning area, as a condition of development, an irrevocable offer to dedicate in fee simple, an easement in perpetuity, or the recordation of a deed restriction over the area seaward of the line described in Program SPI-8 above shall be made to or recorded with an appropriate public agency. Such offer shall run for 25 years and shall be for the purposes of providing beach access and passive recreational opportunities along the coastal bluffs for the general public and visitors to the planning area.

Program SPI-11: For the northern property in the Planning Area, all developments permitted seaward of a line running diagonally across the planning area as described and incidental low profile structures such as patios, tables, benches, refuse containers and bicycle racks to service commercial or private recreational uses.

Program SPI-12: For the northern property in the Planning Area, as a condition of development, a minimum of 25 public parking spaces shall be

developed with the planning area. A minimum of two-thirds of these spaces shall be located within the public open space area adjacent to Cliff and Pearl Streets as delineated in Figure LUP-3. The remainder may be located in the northwest corner of the planning area, but in no case within the 50 foot wide lateral public access and recreational area or bluff retreat setback. Additionally, adequate signing notifying the public of public parking opportunities shall be provided.

Program SPI-13: For the southern property in the Planning Area, all private development shall be set back from the top edge of the bluff a distance sufficient to include a 25 foot wide lateral access plus a 100 year bluff retreat setback. The bluff retreat setback shall be determined through a site specific study conducted by a qualified registered geologist. Additionally, a 50 foot wide buffer shall be established around the rock outcrop on the subject parcel; the only permitted development within the buffer shall be a lateral pedestrian access trail.

Program SPI-14: For the southern property in the Planning Area, as a condition of development, an irrevocable offer to dedicate in fee simple, an easement in perpetuity, or the recordation of a deed restriction over a strip of land sufficient to include a 25 foot wide lateral public access plus a 100 year bluff retreat setback shall be made to or recorded with an appropriate public agency. Such offer shall be for the purposes of providing lateral access and passive recreational opportunities along the coastal bluffs for the general public and visitors to the planning area.

Program SPI-15: For the southern property in the Planning Area, as a condition of development, up to fifteen parking spaces shall be developed within the buildable portions of the Planning Area. Additionally, adequate signing notifying the public of public parking opportunities shall be provided.

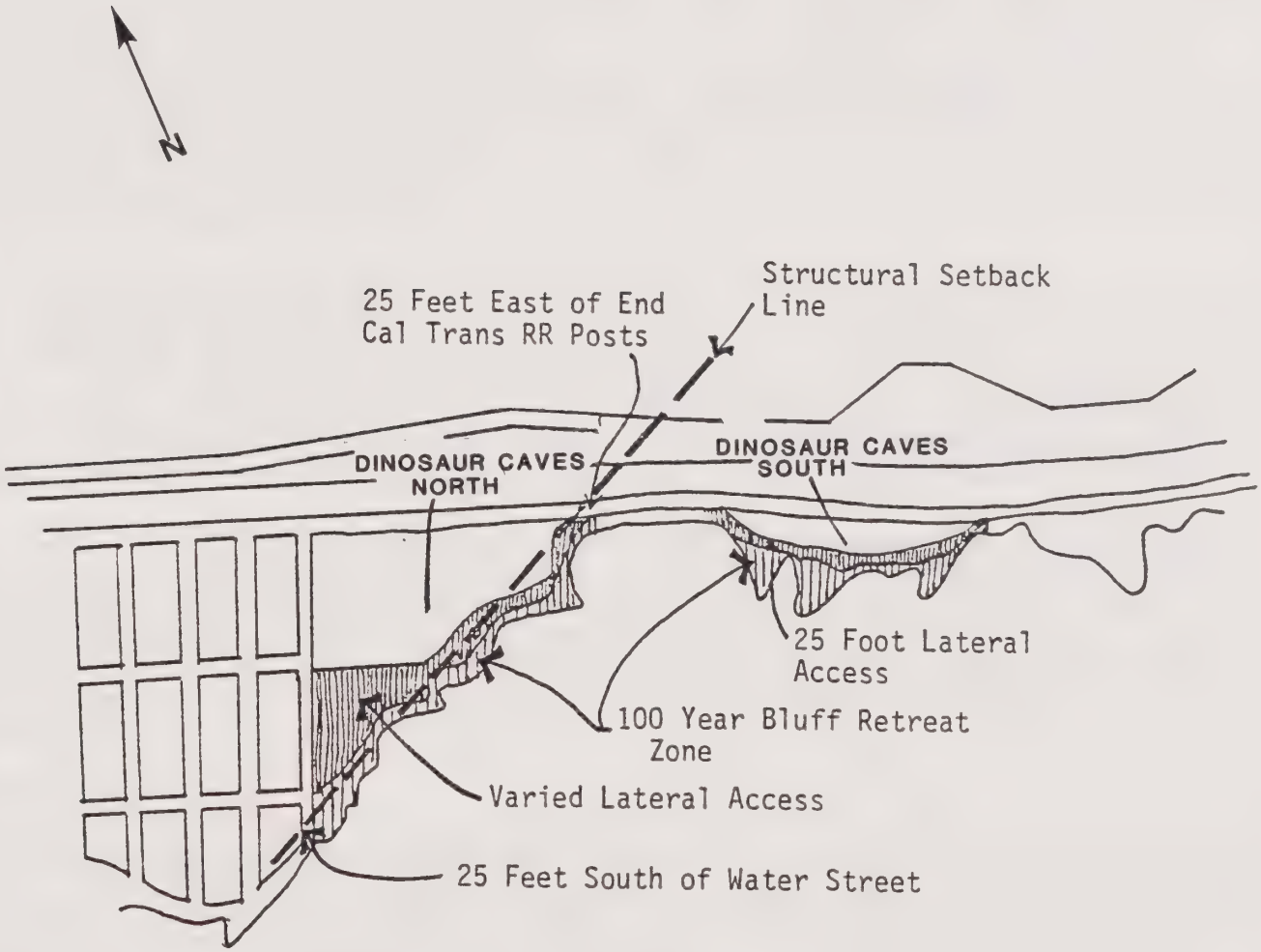
Program SPI-16: The existing archaeological site and the rock outcrop shall be left in open space.

Program SPI-17: A geology report shall be required for any new development to ensure that adequate bluff setbacks are provided.

Program SPI-18: An archaeological reconnaissance shall be required as a part of any development project in this planning area.

Program SPI-19: Appropriate erosion and drainage control measures shall be implemented for any construction along the bluff tops; development designs must contain appropriate erosion control measures which specify methods for maintenance.

FIGURE LUP-3



DINOSAUR CAVES PLANNING AREA

J. MOTEL DISTRICT PLANNING AREA J

SUMMARY

This planning area is developed with motels, some single-family residences and apartments. The northern part of the study area is rocky with steep cliffs. The southern portion of the planning area is characterized by a sandy beach. The sandy beach is owned by the State Lands Commission and managed by the State Department of Parks and Recreation. The rocky cliffs, about 70 feet high, are undercut by unstable wave tunnels or sea caves. Also in the planning area is a drainage swale characterized by riparian vegetation. The area is sensitive archaeologically.

The Elmer Ross Beach is located to the north of the Shorecliff Inn. Access to this man-made beach is via a spiral staircase down the edge of the cliff north of Shorecliff Inn. The Shorecliff Inn developed the beach and gave it to the City. Public parking is provided at the Inn for beach users. The Inn also has two tennis courts located on the bluff top which are open to the public when not in use by motel guests. The Inn also has a scenic blufftop walk with two gazebos which are open to the public when not in use by motel guests.

The City has recently reconstructed stairs to the beach at the end of Wilmar Street. In addition, some of the motels have semi-public stairs to the beach. For example, the Shorecliff Motel provides for public use of their stairs to Elmer Ross Beach. These stairs provide general public beach access. This portion of the City is highly used by out-of-town visitors, primarily because of the concentration of motels and the close proximity to the downtown area and beachfront.

LAND USE CONCEPTS

The medium density area should be encouraged to develop as multiple family units. The frontage area should be developed with visitor serving uses. The existing motel uses should remain and be encouraged to upgrade as necessary and maintain their facilities.

POLICIES AND PROGRAMS SPECIFIC TO THE MOTEL DISTRICT

POLICY SPJ-1: The area should remain as resort commercial and medium density residential, with special considerations given to ocean views and bluff access.

Program SPJ-1: New structures should be carefully sited and designed to provide ocean corridor and/or overviews from U.S. Highway 101.

Program SPJ-2: The drainage swale should be left in open space and used as a view corridor to the ocean.

Program SPJ-3: Vertical and lateral accessways may be required as a condition of development permits.

Program SPJ-1: New structures should be carefully sited and designed to provide ocean corridor and/or overviews from U.S. Highway 101.

Program SPJ-2: The drainage swale should be left in open space and used as a view corridor to the ocean.

Program SPJ-3: Vertical and lateral accessways may be required as a condition of development permits.

Program SPJ-4: Improved accessways shall be prohibited through the Harloe Barranca.

POLICY SPJ-2: Development shall consider special environmental conditions defined in the area.

Program SPJ-5: A geology report shall be required for any new development along the bluffs to ensure that adequate bluff setbacks are provided. Any development along the bluffs shall be set back a minimum of 25 feet from the top of the bluff.

Program SPJ-6: An archaeological reconnaissance shall be required prior to any development project in this planning area.

Program SPJ-7: Appropriate erosion control measures should be implemented for any construction; development designs must contain appropriate erosion control measures which specify methods for maintenance.

K. COMMERCIAL CORE PLANNING AREA K

SUMMARY

This area is one of the most important visitor-serving centers in the City. Presently it contains a variety of uses, including commercial, residential and visitor serving. It is important that a proper balance between priority visitor serving uses and general commercial and residential uses be established.

The Commercial Core area is almost completely developed with mixed residential, motel and commercial uses, much of which is in need of repair or renovation. The bluffs along the northern portion of the area, about 40 feet high, have eroded to such an extent that the road has been turned into a one-way street, and one portion of the road has been closed. The bluffs begin to decline until they reach about five feet at the pier.

The Pismo Creek watershed is a sensitive wetland habitat. The 100-year flood level may extend into the southern portion of the downtown area. High tides occasionally reach the seawalls located at the pier parking lot and northward; none of the sandy beach can be used in the Commercial Core during some high tide periods in the winter months. The sandy beach provides excellent habitat for clams. Near shore, fish species are also prevalent in this stretch, thus making Pismo Beach sand beaches a popular clamming and surf fishing area.

The downtown area and southward constitutes the major tourist destination in the City. The sandy beaches provide opportunity for swimming, walking, surf fishing, clamming and other beach-oriented recreational activities. The close proximity of tent camping, motels and recreational vehicle park and related commercial services provides the necessary overnight lodging to support the attractive beach areas.

The State Beach forms the major recreation area in the City. In addition to the sandy beach, the City has a two-acre park complex. The Pismo Creek parks are comprised of two parks, the Ira Lease Park to the east of State Highway 1 and the Mary Harrington Park to the west of Highway 1. Both are adjacent to Pismo Creek.

There are eleven major public access points to the sandy beach in the downtown area. These are located at ends of streets and off of public roads along the bluff tops. Some of the motels and condominiums have private or semi-private access to the beach; however, none of these private accesses lead to private beach areas or provide access where no public access is available. Public lateral access exists along the entire State Beach.

LAND USE CONCEPTS

The economy of Pismo Beach is oriented to the strong attraction of tourism and recreation and the desirability of the land as a place for retirement. It is anticipated that the tourist attraction of this community will continue to play an important role in the local economy and that this economic dependency on tourism will remain strong.

There has been a growing concern in the City of Pismo Beach regarding the deteriorating condition of the downtown area. Many people feel the deterioration of the downtown's appearance has prevented the area from reaching its proper potential. Downtown Pismo Beach can no longer allow the deterioration of its visual appearance, and immediate action must be taken to develop a unique and enjoyable commercial area that will establish Pismo Beach as a year-round resort community.

The proposed specific plan for the downtown area is oriented toward rejuvenation of the commercial areas, provision of a common focal point comprised of a boardwalk and pier area, and increase of year-round residential and resort use of the Commercial Core area by providing higher residential densities within walking distance of downtown. This specific plan stresses the

physical amenities of the area, and through street and sidewalk improvements, building improvement, face lifting, painting and more specific treatment of land issues, a downtown atmosphere can be created that is not only aesthetically pleasing but also has greater economic vitality.

High density use is encouraged for the following reasons:

a. To provide residential support for downtown area.
b. To allow for lower and more moderate income housing.
c. To enhance the tax base such that it will offset cost of necessary improvements.

POLICIES AND PROGRAMS SPECIFIC TO THE COMMERCIAL CORE

POLICY SPK-1: The Commercial Core area should be comprised of high density residential, resort and commercial uses. The focus should be on the provision of recreation facilities and visitor services since this is the area tourists identify as Pismo Beach.

Program SPK-1: Resort and High Density Residential land uses shall be considered for designated areas shown on the Land Use Map.

Program SPK-2: Existing single-family units in the downtown commercial area shall be allowed to remain as long as the owner wishes them to remain, and the City will retain current policies concerning residential non-conforming land uses in the Commercial Core.

Program SPK-3: The City shall encourage landowners of vacant commercial lots and store-fronts to develop, rent or lease the site so that they do not detract from the active businesses in the area.

Program SPK-4: The City shall encourage visitor serving businesses in the Commercial Core area.

Program SPK-5: The City should foster a cooperative effort between the City and the private business sector for the purpose of establishing a medium for the collection, analysis and distribution of information on resources and programs available to private business for their revitalization, enrichment and improvement.

Program SPK-6: Future development of the area bordered by Main Street, Dolliver Street, Stimson Avenue and the beach shall be tourist and visitor serving commercial uses. The commercial areas along Price Street should be general commercial uses as well as visitor serving uses. Motels should be permitted within these areas.

Program SPK-7: Resort land use designations shall principally be used for hotels and motels, restaurants and shops, with secondary priority for year-round or seasonal units on sites which are either too small or are too poorly located for motel use.

POLICY SPK-2: In conjunction with the Downtown Improvement Program, adequate parking facilities shall be provided in the Commercial Core for both existing and proposed residential and commercial uses and visitor serving uses.

Program SPK-8: City leased State land at the end of Addie Street shall be converted to parking and existing year round mobile homes located on the property shall be relocated either to City-owned adjacent property or to the rear of the State-owned parking lot; seasonal use trailers shall be vacated within one year. Year-round residences shall be allowed to remain at the rear of the City owned parcel adjacent to the existing mobile home park or other suitable location for as long as they wish until trailers change ownership (either through sale or inheritance).

Program SPK-9: The City should pursue all possible methods to lease or encourage property owners to use vacant land in the Pismo Creek and Commercial Core planning areas as day use and/or emergency overflow parking during holiday weekends. If purchase is required, State funds should be requested for purchase of appropriate parcels.

Program SPK-10: The City and downtown business owners should cooperate to develop parking in unused portions of business lots to help meet existing commercial parking needs.

Program SPK-11: A parking district should be formed to provide parking for commercial uses in the area.

Program SPK-12: Publicly owned property on the corner of Dolliver and Main Streets should be made available for purchase by the parking district.

Program SPK-13: Where feasible, stub streets off Price Street shall be converted to public parking.

POLICY SPK-3: In conjunction with the Downtown Improvement Program specific sign programs shall be implemented in the Commercial Core.

Program SPK-14: The City shall establish a "theme-consistent" sign design for all City-owned signs in the Downtown Core.

POLICY SPK-4: The City will place emphasis on the improvement of the downtown core area.

Program SPK-15: A Downtown Improvement Plan addressing the commercial areas in the Commercial Core will be developed.

Program SPK-16: The City should explore possible funds and capital improvement programs for the implementation of the Downtown Improvement Plan.

Program SPK-17: The City shall request CAL TRANS landscape and install picnic benches at the intersection of U.S. Highway 101 and Price Street and State Highway 1.

Program SPK-18: The Downtown Improvement Plan shall include visitor-serving facilities for all economic segments of society.

Program SPK-19: The City should explore programs for renovation, enhancement and maintenance of the Commercial Core Planning Area and the Pier.

POLICY SPK-5: In conjunction with the Downtown Improvement Program, pedestrian and traffic improvements should be implemented and established as a priority consideration.

Program SPK-20: Sidewalks, curbs, gutters should be improved and should include provisions for the handicapped.

Program SPK-21: The Downtown Improvement Plan should include upgrading and other necessary improvement of the major streets downtown, in conjunction with undergrounding of utilities.

Program SPK-22: Pedestrian paths meandering through commercial development shall be encouraged particularly in visitor serving commercial areas.

Program SPK-23; The City should request assistance form the State Department of Parks and Recreation for development of an additional 284 parking spaces in the Commercial Core and Pismo Creek Planning Areas to meet the carrying capacity of the State Beach located within the Pismo Beach City limits.

Program SPK-24: An effective street cleaning and maintenance schedule for the central business district and pier area should be established.

Program SPK-25: A special study shall be made of Cypress Street to determine the best traffic flow and necessary improvements.

POLICY SPK-6: The Downtown Improvement Program shall incorporate a beach front plan designed to attract visitors to the pier area and promote visitor serving commercial areas along the beach front.

Program SPK-26: The beachfront plan shall consider the option of a boardwalk along the beach, running from Pismo Creek to the Pier parking lots; the boardwalk shall be located above the high tide line and shall be accessible year round. It need not be totally wood as long as the identity as a boardwalk is maintained. Plazas may be incorporated into the boardwalk design.

Program SPK-27: A boardwalk crossing private property should be incorporated into the design of any new structure along the beachfront. This shall be a public easement.

Program SPK-28: The City should explore the possibilities of establishing plazas along the beachfront at the end of Stimson Street, Pomeroy Street, and other appropriate locations on the beachfront.

Program SPK-29: A boardwalk should interconnect with Pismo Creek Trail.

Program SPK-30: The City should recommend to a State agency that the property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel be acquired for recreational use.

Program SPK-31: Areas designated to accommodate art fairs, music areas, festivals, etc., should be considered in the planning for the beachfront.

POLICY SPK-7: Development shall consider special environmental conditions defined in the area.

Program SPK-32: A geology report shall be required for any new development along the bluff areas in the northern section of the planning area to ensure that adequate bluff setbacks are provided. Any development along the bluffs north of Wadsworth Avenue shall be set back a minimum of 25 feet from the top of the bluff.

Program SPK-33: An archaeological reconnaissance may be required prior to any development in this planning area.

Program SPK-34: Appropriate erosion control measures should be implemented for construction along the bluff tops or along the creek; development designs must contain appropriate erosion control measures which specify methods for maintenance.

Program SPK-35: Development in the flood plain shall not be permitted unless shown to be totally protected without damage to surrounding properties. Any permitted development shall be a minimum of 1 foot above the project flood level.

Program SPK-36: No development shall be allowed in the Pismo Creek waterway.

L. PISMO CREEK PLANNING AREA L

SUMMARY

The area consists of a year-round mobile home park, three recreational vehicle parks, the State Department of Parks and Recreation North Beach Campground and

recreational commercial business. There is one vacant parcel adjacent to Pismo Creek which is designated for motel development. The Pismo Creek area contains the sensitive wetlands habitat at the mouth of Pismo Creek, riparian vegetation along both sides of the creek. The coastal sand dunes along the beach front by the Pismo Creek Planning Area is almost entirely devoted to recreation and visitor serving use.

The major beach accesses are through the Pismo Coast Village Travel Trailer Park and the North Beach Campground. The accesses are open to general use but these are not marked. Both the trailer park and campground have constructed access ways over the sensitive dunes area in order to reduce unnecessary foot traffic over the delicate dunes vegetation. The public campground and the semi-private trailer parks have recreational facilities for use by guests only. The beach is opened for public recreational use but there are no restrooms, parking lots, fire rings or recreation equipment available for free public use.

A day use area should be provided as part of the North Beach Campground consisting of parking (200 to 300 spaces), restroom facilities, picnic area and posted beach access running from the parking area and from State Highway 1. This area is solely devoted to resort uses. All new development should be related to visitor serving recreation and resort uses because of the close proximity to the beach. The Eucalyptus grove along the south boundary and adjacent to the beach appears to be a good location for this facility. The access could run adjacent to Meadow Creek. Vehicular day use access to the parking area could be via a separate entrance at the south boundary of the campground entrance. Pismo Creek is discussed in detail in the Natural Resources section of this General Plan. The policies and programs for Pismo Creek apply to this planning area.

LAND USE CONCEPTS

Improvements to the area should be made by expanding parking lots for visitor access south of Meadow Creek and incorporating an access along the southern border of the State Parks and Recreation North Beach Campground. This will help to establish a more cohesive tourist-visitor area and provide better access to the beach to the general public.

Meadow Creek, located in the southern portion of the planning area, should be left in its natural state since any disruption could impact the natural vegetation and wildlife of the creek and its surroundings (see Natural Resources Element--Butterfly Habitat discussion). The City and State should encourage the maintenance of the creek surroundings.

POLICIES AND PROGRAMS SPECIFIC TO PISMO CREEK

POLICY SPL-1: Land uses in the area shall remain oriented to visitor serving uses.

POLICY SPL-2: The Creek areas should be preserved in their natural state with special attention given to preserving scenic, recreational and education resources.

Program SPL-1: The City should protect and enhance the riparian woodland along Pismo Creek for the purpose of improving the scenic quality as well as preserving ecological value.

Program SPL-2: The Butterfly Habitat shall not be altered or removed in any way except when they pose a serious threat to life and property. Any form of development adjacent to the critical area of the Butterfly Habitat shall have a minimum setback of 50 feet from the eucalyptus tree canopy.

Program SPL-3: The City should request the State to conduct an archaeological reconnaissance of this area.

POLICY SPL-3: Access and recreation facilities should be provided consistent with environmental constraints of the area.

Program SPL-4: The City should contact the State Department of Parks and Recreation and request that the General Development Plan for Pismo State Beach be amended to include both a day-use facility and parking areas in the vacant portions of the State Park, and a marked access trail from the parking area to the beach and from State Highway 1.

Program SPL-5: The City should recommend to a State agency that the property adjacent to Pismo Creek mouth and those portions of properties located within the creek channel be acquired for recreational use.

Program SPL-6: Benches, paved paths and signs should be provided for Pismo Creek trail and for North Beach Day-Use areas as soon as the access to these areas is established.

POLICY SPL-4: The Pismo Creek Planning Area should become a greater visual asset and tourist attraction.

Program SPL-7: The City should request the state in conjunction with current plans for the widening of State Highway 1 to include a coordinated landscaping plan for both sides of State Highway 1 (see Scenic Highways Element Policy).

Program SPL-8: The City should request CalTrans to include curbs, gutters, and pedestrian and Bicycle pathways in conjunction with the plan to widen State Highway 1 (see Bicycle Plan).

Program SPL-9: The City should request the Department of State Parks and Beaches to place appropriate signing and develop adequate visitor parking for the Monarch Butterfly Reserve at the southern entrance to the City on State Highway 1.

M. PISMO MARSH PLANNING AREAS M AND M'

SUMMARY

The general location of these two planning areas: Planning Area M is the area of the State-owned Pismo Marsh which is located within the Coastal Zone. Planning Area M' is located outside the Coastal Zone. Both areas are located inland from the beach. Planning Area M' contains the Five Cities Shopping Center, freeway-oriented restaurants, a motel and several vacant parcels designated for commercial uses. Planning Area M in the Coastal Zone contains the Pismo Lake Ecological Preserve (Pismo Marsh), a medical center, a year-round mobile home park, vacant commercial property, a motel, and vacant parcels of land recently re-zoned to allow development of restaurants and motels. Almost all of these vacant parcels are immediately adjacent to the Pismo Marsh area.

Access to the State Ecological Preserve (Pismo Marsh) is limited to nature study and use by the neighboring residents of the residential areas in Grover City. The potential for future use is limited due to lack of parking along 4th Street and by environmental factors. The Natural Resources section of the General Plan contains a discussion of the marsh habitat, and policies and programs specifically related to the marsh. These should be referenced.

LAND USE CONCEPTS

The Pismo Marsh is a wetlands habitat and shall remain as such. Any development that takes place near the marsh should be done with consideration for the protection of Pismo Marsh. Grading should be discouraged during the rainy season in the drainage area. Resort land uses in this area should relate to low and moderate cost usage and be designed so that protection of the marsh is achieved. Visual access points and viewpoints should be provided through the resort commercial design. Commercial uses in this area should be oriented towards residential-commercial shopping uses. Caution should be taken in the northern portion of the planning area in terms of design and placement of the uses so that sedimentation into the marsh is not increased. Care should be taken when designing the commercial uses so that the overall visual quality is pleasing. The commercial shopping area should be a planned commercial development.

POLICIES AND PROGRAMS SPECIFIC TO THE PISMO MARSH PLANNING AREA

POLICY SPM-1: Land uses in the Pismo Marsh Planning Area M shall be oriented to regional commercial and highway visitor serving uses with emphasis on protection of the marsh habitat.

Program SPM-1: New development shall be limited to above the 15 m. (45 ft) contour line north of Meadow Creek, unless development below the 15 m. contour line is approved by the State Department of Fish and Game (see also Program NR-9 in the Natural Resources Section of the General Plan).

Program SPM-2: The Department of Fish and Game, in coordination with Pismo Beach and the City of Grover City, should continually monitor and identify environmental risks to the Pismo Lake Ecological Reserve, and if needed, recommend appropriate action to the cities.

Program SPM-3: The establishment of viewpoints and parking by private developments and on public lands contiguous to the area in order to minimize public access to the marsh area shall be encouraged.

POLICY SPM-2: Land uses in the Pismo Marsh Planning Area M' (outside the Coastal Zone) shall be oriented to commercial and professional uses directed toward provision of goods and services for residents of the Five Cities area.

Program SPM-4: The designs of the buildings and building layout shall be such that the view from the freeway will be visually pleasing. Landscaping, consistency in building materials and architecture, and use of common sign styles per development will be required.

Program SPM-5: Commercial uses shall be oriented to pedestrian and public transit use as well as to use by private automobile. Bike and pedestrian paths shall be provided in such a manner that interference with automobile traffic can be minimized.

Program SPM-6: The existing circulation patterns of Five Cities Drive shall be improved.

POLICY SPM-3: Development in both planning areas shall consider special environmental conditions defined in the area.

Program SPM-7: A drainage plan shall be required for any new development along the marsh to ensure that adequate protection to the marsh from runoff and sedimentation is provided; development designs must contain appropriate erosion control measures which specify methods for maintenance.

Program SPM-8: An archaeological reconnaissance shall be required as part of any development project in this planning area.

POLICY SPM-4: The existing mobile home park should not be terminated since it provides viable lower cost housing.

Program SPM-9: The City shall retain the Ordinance to protect this mobile home park use.

N. OAK PARK HEIGHTS PLANNING AREAS N AND N'

SUMMARY

Planning Areas N and N' comprise the large undeveloped lands located in the southeast portion of the City. Planning Area N is the 5 acre portion which is located within the Coastal Zone. Some of this area is undevelopable under present City ordinance because it is over 30 percent slope. The remainder is proposed for development of motel, commercial and housing as part of approved master plans for the planning area. Planning Area N' comprises approximately 475 acres which have been master-planned for development into residential use, recreation, limited neighborhood commercial development and a motel.

The current enjoyment of the site is viewshed enjoyment which is a form of passive recreational use. A four-acre parcel has been set aside adjacent to the Price Adobe (county property) for development of a historical park in the western third of the property. The area will include extensive open space. The remaining third will be residentially oriented with larger commercial and resort commercial uses. All area will contain private recreational facilities to serve residents.

LAND USE CONCEPTS

Oak Park Heights is the City's major undeveloped area. It is an area which will contain a large portion of the future development of the City. The first two-thirds have been partially master planned, and the remaining third is to be developed pursuant to a Specific Plan developed for the area. Development in the Oak Park Heights areas should remain as planned unit development with areas designated for housing, open space, and recreational use, with commercial office and resort commercial uses along Oak Park Road and the freeway access points.

An area also should be considered for modular or mobile home development and/or subdivision.

This planning area has lower priority for development in terms of a provision of water and sewage treatment facilities. Infill areas have priority for limited services.

The Price Adobe area, about 13 acres, should be considered for future annexation as open space.

The area has many panoramic views and is highly visible from U.S. Highway 101. The area should be developed to place view areas in the development where the most people can enjoy them (such as buffer areas, common open space, etc.) and to enhance the view of the development from U.S. Highway 101.

POLICIES AND PROGRAMS SPECIFIC TO OAK PARK HEIGHTS PLANNING AREA

POLICY SPN-1: This area is appropriate for development on a carefully controlled and phased basis.

POLICY SPN-2: The first two-thirds of the Oak Park Heights area will be developed as a total Planned Development with single family residential, cluster housing, multi-family residential, commercial, industrial, motel, park and recreational uses while retaining the steeper slopes and oak woodland areas as permanent open space. The remaining third of the Planning Area will be developed under a specific plan pursuant to the same land use concepts described herein.

Program SPN-1: Single family or low density land uses will be permitted in certain portions of Oak Park Heights.

Program SPN-2: Development shall occur in increments for the entire area so that City service systems will not be overtaxed and that the growth rate is not exceeded.

Program SPN-3: Height limits should also be established for the Oak Park Heights area in order to preserve views from the area to the ocean and the views of the area from the freeway. In addition, an overlay zone should be established requiring architectural review of any units built under the R-1 designation.

Program SPN-4: Limited medium density residential land uses are added to the Oak Park Heights area to permit innovative approaches to planned cluster housing. The ranges of density will be restricted to a smaller spread than under the standard designation. For example, in order to limit housing to a specific number, a high range of six units per acre will be established for a particular location. The designation in this case would be Medium Density Residential (4 to 6 units per acre).

Program SPN-5: In order to permit a full range of housing types in Oak Park Heights, a limited high-density category is added to the land use plan for this area. A specific range of 10 to 24 units per acre is allocated. In this way, the total number of units is limited to an absolute maximum of 1060 units for the western two-thirds of the area.

Program SPN-6: The eastern third (property) of the Oak Park Heights Planning Area shall be limited to a density of 304 residential units. The specific plan for the property shall establish maximum unit counts for each residential land use category approved in any land use amendment request.

Program SPN-7: The City may provide incentives for the private development of low and moderate cost housing particularly for the elderly in this planning area.

Program SPN-8: Industrial uses shall be highly selective and be of such a use that no major drainage, wastewater, solid waste or air pollutant

sources are emitted in conjunction with the industrial use. Industrial uses shall incorporate landscaping and exterior treatments which blend in with the surrounding area and are visually attractive from major viewpoints.

Program SPN-9: Special consideration must be made to ensure that development will not increase current soil erosion or create contamination of Pismo Marsh. Energy conservation methods such as site planning and solar collection, either passive or active systems, should also be encouraged.

Program SPN-10: The Price Canyon Adobe area should be acquired by or dedicated to a public agency for use as a natural park and local museum. A specific plan should be prepared for the creek area and adobe including trails and public facilities. A golf course may be located in the central area of Oak Park Heights. In addition, areas designated to be private open space shall be maintained by the future owners. Non-sensitive and non-hazard areas so designated may be developed for open recreational purposes.

Program SPN-11: A connection of Price Street to James Way shall be incorporated into the master plan of the area. This shall be a major arterial for the entire planning area.

Program SPN-12: Highland Drive shall be extended, when needed, to connect with Price Canyon Road at the eastern City limits.

POLICY SPN-3: The "Urban Reserve" designation is being given to the small portions in the western two-thirds of the planning area. Further study is necessary for these areas prior to establishing an ultimate land use designation.

Program SPN-13: The following land use concepts shall be utilized when developing a specific plan for the eastern third of the planning area:

a. Uses in the vicinity of U.S. Highway 101 and Oak Park Road shall include a Shopping Center with a major anchor tenant, resort commercial, commercial and professional office space;

b. Mixed residential uses including provision for moderate income housing and modular units;

c. Public and private recreation uses;

d. Green belts incorporating pedestrian trails and bike paths;

e. Extensions of Price Street to James Way in Arroyo Grande;

f. A minimum one (1) acre fire station site on Price Street;

g. A buffer between the Christian Academy (County jurisdiction) and any residential development;

h. Mechanisms for "cost recovery" of any utility or road extensions on property other than the eastern third of the Planning Area; and

i. Open Space to be maintained by the development residents (homeowners' association).

Program SPN-14: Any specific plan prepared for the eastern third (property) of the Oak Park Heights Planning Area shall include phasing schedules for development, as well as utility improvements. A financing program shall also be incorporated in the specific plan.

Program SPN-15: Any substantial phase allocations to the eastern third (property) of Oak Park Heights Planning Area shall be predicated on sewage treatment plant expansions.

Program SPN-16: Prior to approval of any Conditional Use Permit or Tentative Tract Map for the eastern third (property) of the Oak Park Heights Planning Area, the property owners should submit copies of recorded easement for County water tank site to service the property and planning area.

POLICY SPN-4: Development shall consider special environmental conditions defined in the area.

Program SPN-17: A grading and drainage report shall be required for any new development to ensure that adequate control measures are taken to protect downslope parcels.

Program SPN-18: Provisions for the protection of native oak trees shall be incorporated into the specific plan for the eastern third (property) of the Oak Park Heights Planning Area.

Program SPN-19: An archaeological reconnaissance shall be required prior to any development project in this planning area.

Program SPN-20: For the eastern third (property) of the Oak Park Heights Planning Area, a test phase evaluation of archaeological site CA-SLO-1054 shall be performed to refine and delineate site boundaries and the significance of the site. This evaluation should be incorporated into the Specific Plan for the property so that any mitigation measures may be incorporated directly into the plan. An OS-2 Overlay Zone designation should also be included over the property so as to permit the use of open space over the archaeological site as suggested by the test phase evaluation.

Program SPN-21: An acoustical evaluation of the proposed development plan on the easter third (property) of the Oak Park Heights Planning area shall be included in the specific plan for the area. This evaluation shall include an analysis of the noise impacts and mitigation measures associated with the specific plan proposal.

Program SPN-22: An aesthetic evaluation of the proposed development of the eastern third (property) of the Oak Park Heights Planning Area shall be incorporated in any specific plan for this area.

Program SPN-23: Solar orientation of residential lots should be considered in the specific plan for the eastern third (property) of the Oak Park Heights Planning Area.

Program SPN-24: This area should be permitted to develop only at a rate for which City services can be adequately provided.

POLICY SPN-5: Lands adjacent to Price Canyon Adobe shall be acquired by or dedicated to the City or other public agency as development occurs for use as a museum and natural park. This park shall be integrated with the proposed creekside plan.

Program SPN-25: The Price Canyon Adobe area, when acquired by or dedicated to a public agency, should be set aside as a natural park and local museum because of its historical, cultural, educational, ecological, scenic and open space values.

POLICY SPN-6: Sites for schools, fire stations or other facilities which are deemed necessary by the City shall be required as a condition of development.

Program SPN-27: Consideration relative to the fire fighting capacities shall be included in any specific plan for the eastern third (property) of the Oak Park Heights Planning Area with special analysis given to the complete extension of Price Street through the Planning Area and its impact on the provision of fire services in this area.

Program SPN-28: Any specific plan prepared for the eastern third (property) of the Oak Park Heights Planning Area shall include provisions for a neighborhood park and a Class I bicycle path along the extension of Price Street.

O. INDUSTRIAL DISTRICT--PLANNING AREAS O and O'

SUMMARY

The Industrial District planning areas are located east of the downtown commercial core. Area O is within the Coastal Zone and consists of the City

owned Little League ball field and the majority of the City's sewage treatment plant. Area O' is outside the Coastal Zone and consists of the remainder of the sewage treatment plant, the P. G. & E. transport and storage facility and vacant property. The SPRR tracks and Pismo Creek run through the planning area. Much of this area is subject to flooding.

The Little League fields are under-utilized due to poor access. The proposal to extend Price Street may greatly improve access to this park, with park uses being expanded to include a wide range of recreational activities.

The Pismo Creek is a recreational resource which is not being utilized. A trail system along the length of the creek, linking the Price Adobe Historical Park and the beach has been proposed.

LAND USE CONCEPTS

This is the principal industrial district in the City. Further development in this area should be limited to light industrial uses. Railroad spurs currently exist and may be utilized. Industrial development should be attractively designed since the area is so highly visible from residential areas and from U.S. Highway 101.

POLICIES AND PROGRAMS SPECIFIC TO THE INDUSTRIAL DISTRICT

POLICY SPO-1: The area should be developed for light industry and active recreation.

POLICY SPO-2: The City should encourage the improvement of the visual potential of this area.

Program SPO-1: The landscaping of the Pismo Beach Ball Park and the sewage treatment plant should be upgraded.

Program SPO-2: The City, in its approval process, should minimize adverse visual impact of future industrial development by appropriate design and landscaping.

POLICY SPO-3: Access and recreation facilities should be provided consistent with adjacent planning area uses.

Program SPO-3: The Price Adobe Park area within the City limits should be extended to include the SPRR property adjacent to Pismo Creek. The City should request that SPRR dedicate this small parcel to the City for Park use.

Program SPO-4: The City should develop a creek trail plan and pursue funds for acquisition and improvement of a creek trail along Pismo Creek.

Program SPO-5: The proposed re-design of the freeway undercrossing in the area of Pismo Creek should include provisions for a pedestrian path

adjacent to the creek which is accessible during the dry months of the year. Bike trails and sidewalks should be provided along the re-aligned Price Street; this will allow for year round access to the creek trail.

POLICY SPO-4: Development shall consider special environmental conditions defined in the area.

Program SPO-6: An archaeological reconnaissance shall be required as a part of any development project in this planning area.

Program SPO-7: Appropriate erosion control measures should be implemented for any construction along the creek banks; development designs must contain appropriate erosion control measures which specify methods for maintenance. (See also the policies and programs specific to Pismo Creek.)

Program SPO-8: Areas immediately adjacent to Pismo Creek and subject to flooding shall be retained in open space. Development in the floodplain shall not be permitted unless shown to be totally protected without damage to surrounding properties or habitats. Any permitted development shall be a minimum of one (1) feet above the Project Flood Level. (See also the policies and programs specific to Pismo Creek.)

P. PISMO HEIGHTS PLANNING AREAS P AND P'

SUMMARY

The Pismo Heights Planning area is bisected by the Coastal Zone; Area P is located west of Taft Street and within the Coastal Zone; and Area P' is located east of Taft Street and is outside the Coastal Zone. The planning area is an almost completely developed residential neighborhood.

An existing park (Boosinger Park) is located in the Pismo Heights area and provides for neighborhood recreational uses. The park is easily accessible to the public.

A known and significant archaeological site is located on the Lucia Mar District Property adjacent to Judkins Junior High School. The site should be registered as a State and/or Federal Landmark.

LAND USE CONCEPTS

Pismo Heights is a substantially developed residential area. Low density single family residential use should be retained on the Heights. Medium density residential areas should be encouraged at the base of the heights. Any development considered in this area outside the City limits should be coordinated between the County and City because of its possible effect on the City.

Areas over 30 percent slope should remain in open space (20% slope in Coastal Zone) unless already subdivided. Boosinger Park should be expanded to include rock outcrops as vista points. Areas adjacent to Pismo Heights which are in the County should be encouraged to remain in open space.

POLICIES AND PROGRAMS SPECIFIC TO PISMO HEIGHTS PLANNING AREA

POLICY SPP-1: The Pismo Heights area generally north and east of Bay Street shall remain as low-density single family residential use. The area bordered by Wadsworth, Bello and Bay Streets shall be designated for medium density residential uses. High density residential uses should be designated in the areas between U.S. Highway 101 and Bello Street, with the exception of the property adjacent to Pismo Creek south of Ocean View Avenue which shall be designated medium density residential. Existing public uses shall be retained.

Program SPP-1: Moderate cost residential development shall be encouraged in areas designated for medium and high density residential use through provisions established in the Housing Element of this General Plan.

POLICY SPP-2: The visual quality and recreational enjoyment of the rock out-crops at Boosinger Park should be preserved.

Program SPP-2: The City shall develop procedures of architectural review to assure that future construction of homes be designed to harmonize and enhance visual quality while minimizing alterations to the rock outcrops at Boosinger Park.

Program SPP-3: A pathway should be built from the park to a vista point on the rock outcrops.

Program SPP-4: The City should seek funding to purchase lots 20 and K, 21 and L, and 56 of Block 6 of Pismo Heights No. 1, and upon acquisition of the lots, the unimproved portion of Hanford Street should be abandoned for the full length of the park.

Program SPP-5: The City should establish guidelines for architectural review of the appearance of support structures allowable for homes jutting over steep slopes within the planning area.

POLICY SPP-3: The significant archaeological site adjacent to Judkins Junior High School shall be protected.

Program SPP-6: The City should request the State or Federal Government to acquire the archaeological site on the Lucia Mar School District property.

POLICY SPP-4: Development shall consider special environmental conditions defined in the area.

Program SPP-7: An archaeological reconnaissance shall be required as a part of any development project in unsubdivided areas.

Program SPP-8: Appropriate erosion control measures should be implemented during any construction; development designs must contain appropriate erosion control measures which specify methods for maintenance are required.

Program SPP-9: Areas over 30 percent slope shall remain in open space unless already subdivided.

Program SPP-10: All development on unsubdivided parcels within the Coastal Zone portion of the Pismo Heights Planning Area, including grading, shall be limited to slopes with gradients of 20 percent or less.

Q. FREEWAY FOOTHILLS PLANNING AREA Q

SUMMARY

The Freeway Foothills Planning Area comprises the portions of the City Planning Area located adjacent to, and east of U.S. Highway 101 from the Highway to the ridgeline. Most of the property is undeveloped. A restaurant and a few scattered single family residences are located in this area.

This area is highly visible from U.S. Highway 101. The foothills provide an important visual and open space backdrop for the entire northern third of the City. Travelling north on the freeway, the hills become visible at the City limits. The planning area itself has spectacular ocean views.

Drainage and erosion are potential problems affecting both the east and west sides of the freeway and must be addressed in any development. There is some archaeological evidence in the southern portion near the existing restaurant. Noise and air pollution from the freeway could be a problem and development should consider these factors.

The planning area is segregated from the other City areas by U.S. Highway 101. Only two accesses exist which connect to Mattie Road from Shell Beach Road/Palisades Drive and Price Street. These accesses are via freeway underpasses. Pedestrian crossing of U.S. Highway 101 in the area should be considered. A series of parcels in County jurisdiction are located in the middle of the planning area. These parcels are within the City Urban Reserve Line and eventually will be annexed to the City when public facilities are available. Since it is in the Coastal Zone, land use concepts can be discussed for future reference.

LAND USE CONCEPTS

The Freeway Foothills will be a future development area in the City. The development of this area is based on the availability of City services, and like the Oak Park Heights Area, has lower priority for development than infill areas. Residential uses and limited commercial uses should be considered for this area. Cluster housing concepts and use of open space are important in order to reduce the visual impacts of development. Housing should be clustered at the base of the hills, below the 30 percent slope. Master plans for the individually owned parcels should be required; the plans should be individualized but compatible with one another. Concepts which reduce the appearance of linear development are encouraged. Recreation facilities should be provided both in the developable and undevelopable areas. Limiting grazing use is recommended for the areas above the 200 ft. contour some area could be used for natural recreation use, trails, etc.

POLICIES AND PROGRAMS SPECIFIC TO THE FREEWAY FOOTHILLS PLANNING AREA

POLICY SPQ-1: The Freeway Foothills Planning area shall be designated a Limited Medium Density Residential (up to 8 du/ac) and limited commercial, planned development with considerations given to preservation of scenic resources and open space. The Planning Area shall be developed under a maximum of three (3) Specific Plans, one each for the three geographically separate sub-areas within the Freeway Foothills Planning Area.

Program SPQ-1: The Planning Area shall be zoned Planned Residential Development. Development shall be clustered at the base of the foothills with ample provision for open space and corridor views of the foothills from U.S. Highway 101.

Program SPQ-2: Development in this planning area shall be designed to minimize the impacts on views to the foothills from public view areas (including U.S. Highway 101, lateral beach accessways and public beaches) and the visual intrusion of the development into the adjacent U.S. Highway 101 coastal travel corridor. Specifically, the size, location and massing of structures shall not obscure the scenic backdrop provided by the foothills to visitors, passing motorists, and residents or detract from the ocean vista and coastal landforms. To accomplish these design objectives, the following development standards shall be incorporated into the specific plans:

1. All development shall be on or into existing grades.

2. Residential units shall be clustered and located off the top of ridges, knolls or hummocks a sufficient distance to retain the silhouette profile of the topographic feature.

3. A minimum of 60 percent of the planning area shall be retained in open space.

4. No principle structures (such as a recreation building) shall be placed closer than 50 feet to the right of way of Mattie Road.

5. Heights of all structures shall be limited to three (3) levels and not exceed 25 feet in height above existing grade, with substantial setbacks of floors to reduce the appearance of bulk.

6. Development may be permitted on slopes with gradients up to 30 percent; however, in no case shall development be permitted above a footprint elevation of 200 feet above mean high tide. Density may be calculated on lands up to the 250 foot contour, but in no case on lands with slopes greater than 30 percent.

7. Transfer of density may be permitted in this planning area to retain areas of open space.

Program SPQ-3: Limited commercial use oriented toward visitor and neighborhood use shall be located adjacent to the existing restaurant.

Program SPQ-4: All development in the Freeway Foothills Planning Area shall be under Specific Plans. If individual master plans are developed for each major parcel of a specific plan, the plans shall be reviewed in conjunction with one another to determine if design and layout is compatible and that the master plan is consistent with the specific plan. The master plan shall include clustering of units, open space areas, view corridors, private and public recreational areas and a compatible system of roads, bikepaths and pedestrian paths.

Program SPQ-5: A density bonus may be provided to encourage maximum provision for open space areas.

Program SPQ-6: Limited motel uses may also be considered when they are shown to be compatible with adjacent residential uses.

Program SPQ-7: The City shall recommend to the County, as its prerogative to exercise review of land uses within the Sphere of Influence, that the County should retain County areas in agricultural, grazing use, and that no development shall occur above the 200 foot contour.

POLICY SPQ-2: Development should consider the special environmental conditions defined in the area.

Program SPQ-8: Prior to development of this area, detailed analysis should be undertaken to determine surface water runoff and erosion potential and its effects on the area located west of the freeway.

Program SPQ-9: The developers in this planning area shall be required to provide necessary structures to carry surface water runoff from their property without impacting adjacent property or development between the freeway and the ocean.

Program SPQ-10: Appropriate erosion control measures should be implemented for construction of any project in this planning area; project designs should contain appropriate erosion control measures and specify methods of maintenance.

Program SPQ-11: An archaeological reconnaissance shall be required prior to any development project in this planning area.

Program SPQ-12: Development shall provide mitigations to reduce excessive noise levels within the development where necessary.

Program SPQ-13: Oak trees shall be protected to the extent feasible.

Program SPQ-14: Natural vegetation and fire retardant vegetation at the base of the hills shall be incorporated into landscape plans. Exposed cut and fill slopes shall be revegetated as soon as possible.

POLICY SPQ-3: Both public and private recreational facilities should be provided.

Program SPQ-15: A public recreation facility shall be provided within the planning area. This facility shall contain both active and passive recreational uses.

Program SPQ-16: A hiking trail shall be provided in the canyon south of the Spyglass interchange as part of any adjacent future development.

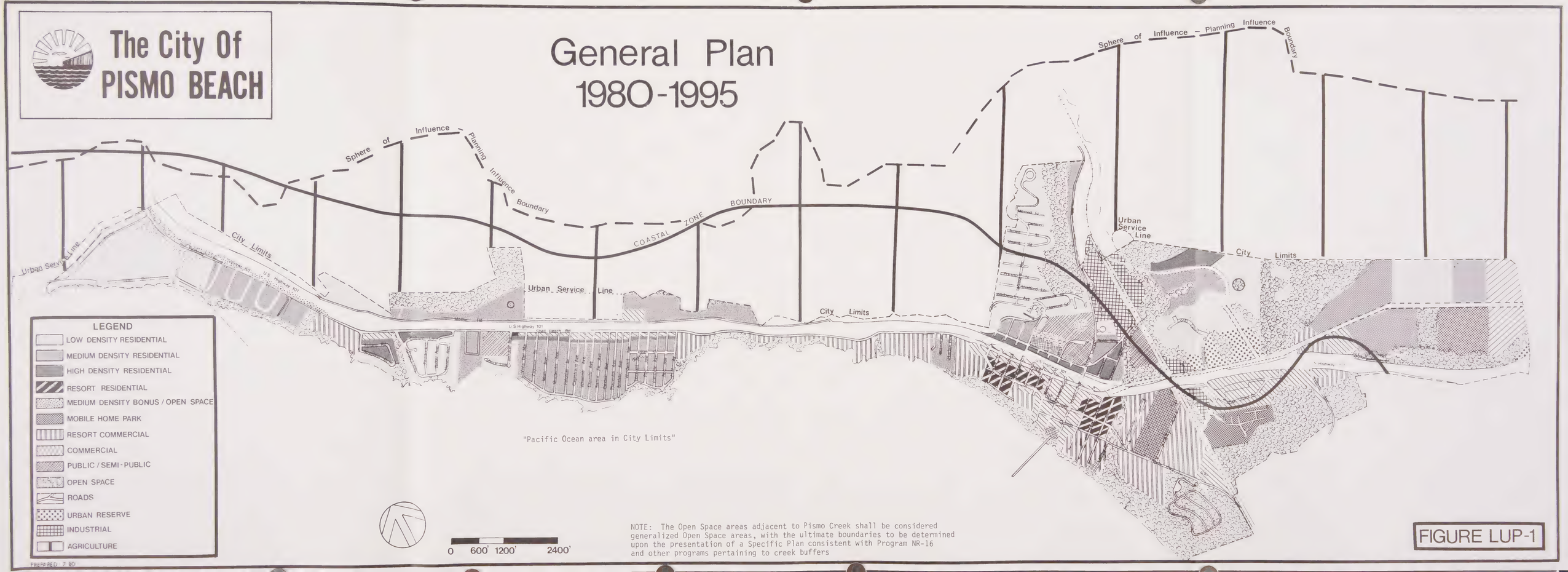
Program SPQ-17: Private recreational facilities in conjunction with homeowners associations are encouraged.

Program SPQ-18: Passive open space areas shall be maintained by the future owners, and can have limited recreational use.

POLICY SPQ-4: The City may consider annexation of the County parcels in the middle of the planning area between 1985 and 1990 if it is determined that services are available and adequate.

The City Of PISMO BEACH

General Plan 1980-1995



NOTE: The Open Space areas adjacent to Pismo Creek shall be considered generalized Open Space areas, with the ultimate boundaries to be determined upon the presentation of a Specific Plan consistent with Program NR-16 and other programs pertaining to creek buffers

FIGURE LUP-1

PREPARED 7 80

V. IMPLEMENTATION

THIS IMPLEMENTATION SECTION INCORPORATES VARIOUS TOOLS FOR CARRYING OUT THE OBJECTIVES OF THIS PLAN. THESE TOOLS ARE CONCERNED WITH ALIGNING ORDINANCES, ENVIRONMENTAL ANALYSES, AND SPECIFIC PLANS TO THE LOCAL COASTAL PROGRAM.

V. IMPLEMENTATION

A. ADOPTION

1. GENERAL PLAN ADOPTION

Since the General Plan represents the City's official policy it must have full official standing. The General Plan-Local Coastal Plan has been the subject of extensive review by the Local Coastal Plan Citizens' Advisory Committee (LCPCAC) and in public hearings before the Planning Commission and City Council. The City Council adopted the General Plan-Local Coastal Plan on January 23, 1981. The Local Coastal Plan portion of the General Plan was certified by the California Coastal Commission on August 19, 1982.

2. LOCAL COASTAL PLAN CERTIFICATION

Each of the 15 counties and 53 cities along the California coast is required by the Coastal Act to prepare a Local Coastal Program (LCP). The LCP consists of "a local government's land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of (the Coastal Act) at the local level." (30108.6) The land use plan means coastal element, which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions." (30108.5) The zoning ordinances and district maps are the legal tools for implementing the land use plan. The Coastal Act also requires each LCP to "contain a specific public access component to assure that maximum access to the coast and public recreation areas is provided." (30500(a)) In addition, the local land use plans are required to consider uses of more than local importance. (30501(c)) As noted in the LCP regulations (adopted by Coastal Commission on May 17, 1977), such uses generally include: (1) state and federal parks and recreation areas and other recreational facilities or regional or statewide significance; (2) military and national defense installations; (3) major energy facilities; (4) state and federal highways and other transportation facilities (e.g., railroads and airports) or public works facilities (e.g., water supply or sewer systems) serving larger-than-local needs; (5) general cargo ports and commercial fishing facilities; (6) state collects and universities; and (7) uses of larger-than-local importance, such as coastal agriculture, fisheries, wildlife habitats, or uses that maximize public access to the coast, such as accessways, visitor-serving developments, as generally referenced in the findings, declarations, and policies of the California Coastal Act of 1976.

The land use plans (Phase II of the Planning process) and zoning (Phase III of the Planning process), after receiving local review and approval, was submitted to the Regional and State Coastal Commissions. The Commissions made the finding that the land use plan is consistent with the policies of Chapter 3 of the Act. The zoning and implementing ordinances are then reviewed to determine conformance with the approved land use plan.

After certification of the land use plan and zoning components of the LCP, the review authority for new development within the coastal zone was returned to local government. The local government, in issuing coastal development permits after certification, must make the finding that the development is in conformity with the approved LCP. Any amendments to the LCP will have to be approved by the State Coastal Commission.

After certification of the LCPs, the Regional Coastal Commissions were phased out. The State Coastal Commission will, however, continue to exercise permit jurisdiction over certain kinds of developments (i.e., development in the State Tidelands), and will continue to hear appeals and review amendments to certified LCPs. Only certain kinds of developments can be appealed after a local government's LCP has been certified; these include:

1. Developments approved by the local government between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.

2. Developments approved by the local government not included within paragraph (1) of this subdivision located on tidelands, submerged lands, public trust lands, within 100 feet of any wetland, estuary, stream or within 300 feet of the top of the seaward face of any coastal bluff.

3. Developments approved by the local government not included within paragraph (1) or (2) of this subdivision located in a sensitive coastal resource area if the allegation on appeal is that the development is not in conformity with the implementing actions of the certified local coastal program.

4. Any development approved by a coastal county that is not designated as the principal permitted use under the zoning ordinance or zoning district map approved pursuant to Chapter 6 (commencing with Section 30500).

5. Any development which constitutes a major public works project or a major energy facility.

The State Commission is also required to review periodically the progress of local governments in carrying out the Coastal Act. This review is to occur at least once every five years.

B. IMPLEMENTATION

Once a local government has adopted its General Plan, it is necessary to put the plan into effect. Programs proposed within the framework of the plan itself aid in the stages of implementation that guide the development of the community. The General Plan is the official policy guide by which all development, public or private, should be gauged. This plan will serve as a constant frame of reference that will aid decision makers in reaching consistent, equitable decisions.

This General Plan has been designed to project 15 years into the future. The policies and programs proposed in this plan should appropriately and effectively guide the development of Pismo Beach for this time period; however, the assumptions that were made in developing this plan may change as time moves on. Therefore, it is recommended that this plan be reviewed annually to monitor the local trends. This will allow the City to evaluate the effectiveness of the original assumptions and their role within the framework of the plan, and it will also allow revisions to take place to keep the General Plan up-to-date. It is recommended that the plan, in its entirety, be comprehensively reviewed every five years to further ensure the overall effectiveness of the plan.

1. RELATIONSHIP WITH ORDINANCES AND CODES

The existing ordinances and codes of the City of Pismo Beach will be reviewed and revised to conform with this General Plan.

2. ENVIRONMENTAL REPORT REQUIREMENTS

The requirements for an environmental analysis of the General Plan are met by the Coastal Commission through its review processes. The State of California has ruled that the Local Coastal Plan itself will effectively serve to mitigate any environmental problems that may arise as a result of the adoption of the General Plan-local Coastal Plan.

There are three areas relating to the Land Use designations of this General Plan that are changes outside of the Coastal Zone boundaries. These areas include:

1. Changing the five-acre industrial zone along Pismo Creek to an Open Space designation;

2. Adding an area designated for recreation open space adjacent to the Oak Park Heights and Industrial Planning Areas within the City's Urban Services area; and

3. Generally reducing residential category densities to conform with carrying capacities and environmental limitations.

These changes will have a relatively minor impact on the City and reduce growth related impacts while aiding in the preservation of Pismo Beach's natural resources.

Areas outside the Coastal Zone and inside the City limits also will be affected by the revised density categories. Environmental Impact Reports have been prepared for the Oak Park Heights areas and have been certified by the City Council, and are incorporated by reference. The reductions of residential densities conform to the approved specific plans and will not constitute an environmental impact. The densities of this area will not be changed; rather the density categories have been modified but will not affect the estimated population established by the Environmental Impact Reports.

3. SPECIFIC PLANS

Various tools are available to local governments for implementing their General Plans. One of the most useful of these tools is the Specific Plan. Specific Plans include "all detailed regulations, conditions, programs, and proposed legislation which shall be necessary or convenient for the systematic implementation" of each of the nine required general plan elements.

The Specific Plan is a more detailed, site-specific plan that is developed along the lines of the general plan, but relates more directly and specifically to a distinct area. Conditions pertaining to development are the substance of these plans and include design criteria, access and so on.

Specific Plans are commonly prepared by Community Development Departments or by private developers prior to specific project submittals. Usually when a larger scale development is proposed, a Specific Plan aids in clarifying what is actually intended for the entire planning area as opposed to one specific parcel. The Plan, when prepared by developers, also provides a form of "insurance" to the City, such that what is approved in concept is what is realized at project completion.

4. IMPLEMENTING PRINCIPLES

The following principles are intended to establish a means by which the General Plan can be most effectively implemented.

1. A Capital Improvement Program incorporating the policies and programs of the General Plan shall be written within one year of adoption of the General Plan. Furthermore, this improvement program will be continually updated for maximum efficiency.

2. Present zoning and related development ordinances shall be reviewed and revised. Subsequent rezoning shall be undertaken wherever necessary to conform to the General Plan.

3. A review and revision of subdivision rules and regulations shall be undertaken in order to insure conformance with the General Plan.

4. The City should take an active interest in development activities adjacent to the City limits and under jurisdiction of other governmental or state agencies. This could be facilitated by increasing the amount of inter-city communication in the Five-Cities area, as well as City/County collaboration.

5. The City will encourage citizen participation in initiating and participating in community wide projects and improvement programs.

VI. GLOSSARY OF TERMS

VI. GLOSSARY OF TERMS

ACOUSTICS: The science that deals with the production, control, transmission, reception and the effects of sound.

AEROBIC: Living, active or occurring only in the presence of oxygen.

ACRE-FEET: An engineering term used to denote a volume one acre in area and one foot in depth.

AFFORDABILITY: The ability of low and moderate income households to accommodate housing costs without having to pay a disproportionate share of their income. Those households occupying housing units whose housing costs are greater than 25-30%of their gross income area considered to be "overpaying".

AFFORDABLE RENT: Monthly housing costs, including rent, utilities (excluding telephone), and service charges which do not exceed 25% to 30% of the monthly income of a person or family.

ALQUIST-PRIOLO ACT: Allows the State Mines and Geology Board to develop policies and criteria concerning development proposed within special hazard zones; as defined by the State Geologist.

AMBIENT: Surrounding, encompassing; for example, ambient noise is the surrounding noise such as wing through the trees and ocean waves.

AMBIENT AIR QUALITY: Quality of the air, with respect to pollutants in the atmosphere, in any given area.

ANAEROBIC: Living or active in the absence of free oxygen.

ANNUAL PLANT (ANNUALS): A plant that completes its life cycle and dies in one year or less.

ARCHAEOLOGY: The scientific study of material remains (as fossil relics, artifacts, monuments) of past human life and activities.

ARCHITECTURAL REVIEW COMMITTEE: Comprised of architects, landscape architects, builders and a Planning Commission member. The ARC reviews project for design compatibility with the surrounding neighborhood and protection of amenities (i.e., views, public spaces). The Architectural Review Committee can also offer direction to the applicant for improving a project. When there is no appointed ARC, the Planning Commission and Planning Staff shall perform the functions of the ARC.

AVERAGE HOUSEHOLD SIZE: For a given area, the total household population divided by the total number of households.

AVIAN: Pertaining to birds.

BENTHIC: Occurring at the bottom of the ocean.

BERM: a ledge, shoulder or terrace.

BIOCIDE: Pesticide

BIOTIC: Of or relating to life.

BLOWOUT: The uncontrolled discharge of gas, liquids or solids (or a mixture thereof) from a well.

BRACKISH: Containing salt; briny.

BUFFER LANDS: Land uses which protect public safety and provide sufficient distance and barriers between mining and incompatible land uses to lessen noise, dust, vibration, and visual blight from mining.

BUILDABLE LAND: Land upon which development is allowed.

BUILDOUT: The point when all vacant lots are developed to their fullest extent.

CALIFORNIA COASTAL COMMISSION: Whenever the term California Coastal Zone Conservation Commission appears in any law, it means California Coastal Commission.

CAPITAL IMPROVEMENT PROGRAM: A long range schedule of public projects with their estimated costs over a period of five to ten years.

CARBONACEOUS: Sedimentary deposits of which the chief constituent is carbon, derived from plant residues.

CARRYING CAPACITY: The level of activity which may be tolerated by an area without causing damage.

CLASS 5: The level of protection provided by the fire department in a jurisdiction. Determined by the Insurance Service Office's Standard Grading Schedule. Cities are classified from one to ten with one being the most capable of coping with a fire and Class ten being a community without a fire department or fire flow requirements.

CLAYSTONE: Very fine-grained sedimentary rock made from clay.

CLUSTER DEVELOPMENT: A type of development that places buildings or units in groups or specific areas, leaving the remaining land area in open space, recreational open space or similar use.

COASTAL COUNTY: A county or city and county which lies, in whole or in part, within the coastal zone.

COASTAL-DEPENDENT DEVELOPMENT OR USE: Any development or use which requires a site on, or adjacent to, the sea to be able to function.

COASTAL DEVELOPMENT PERMIT: A permit for any development within the coastal zone that is required pursuant to subdivision (a) of Section 30600.

COASTAL PLAN: The California Coastal Zone Conservation Plan prepared and adopted by the California Coastal Zone Conservation Commission and submitted to the Governor and the Legislature on December 1, 1975, pursuant to the California Coastal Zone Conservation Act of 1972.

COASTAL ZONE: Extending outward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea whichever is less, and in developed urban areas the zone generally extends inland less than 1,000 yards.

COLIFORM BACTERIA: Bacteria of the colon which is measured in sewage effluent.

COMMISSION: The California Coastal Commission. Whenever the term California Coastal Zone Conservation Commission appears in any law, it means the California Coastal Commission.

CONDEMNATION: To pronounce unfit for use.

CONDUIT: A natural or artificial channel for the transport of water.

CRITICAL FACILITIES: Facilities housing or serving many people or otherwise posing unusual hazards in case of damage from or malfunction during an earthquake, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communication and transportation facilities.

CRITICAL ZONE: A sensitive area in which some quality or property may suffer from change.

CUT: An excavation. The difference between a point on the original ground and a designated point of lower elevation on the final grade. Also, the material removed in excavation.

dBA: A noise measurement, often referred to as decibels.

DECIBEL: Numerical expression of the loudness of sound, based on a logarithmic scale.

DECIDUOUS: Referring to trees and other plants which lose their leaves, generally during the winter.

DEMOGRAPHIC: Statistical study of human populations.

DENSITY BONUS: The awarding of greater unit densities within an established land use density range in the form of more intensive use of the land in return for the provision of greater amenities such as, but not limited to, open space above minimum open space requirements and additional recreational facilities. Density bonuses above the specified ranges may be considered in return for the provision of low and moderate cost housing.

DENSITY TRANSFER: A technique of retaining open space by transferring allowable density from one developable parcel or area to another developable parcel or area.

DEVELOPMENT: On land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste, grading, removing dredging, mining, or extraction of any materials; change in the density of intensity of use of land, including but not limited to, subdivision pursuant to the Subdivision Map Act and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973.

DIATOMITE: Variety of shale composed largely of the remains of diatoms (microscopic plants). Sedimentary.

DNA: "Does not apply".

DOLOMITE: Calcareous sedimentary rock consisting largely of the mineral dolomite.

EASEMENT: Usually the right to use property owned by another for specific purposes. A common form of easement is an access easement for purposes of pedestrian and/or vehicular circulation.

ELDERLY: Persons 60 years or older.

EMINENT DOMAIN: The right of a government to take private property for public use upon payment of just compensation to the owner.

ENDANGERED: A species in danger of extinction.

ENERGY FACILITY: Any public or private processing, producing, generating, storing, transmitting, or recovering facility for electricity, natural gas, petroleum, coal, or other source of energy, excluding active and passive applications for residential and resort developments.

ENVIRONMENTALLY SENSITIVE AREA: Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and development.

EROSION: The process by which soil and rock are detached and moved by running water, wind, ice and gravity.

ESTUARY: The part of a river that is affected by tides. The region near a river mouth in which the fresh water of the river mixes with the salt water of the sea.

EXHUMATION: The removal from a grave.

FAULT: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

> Active fault: A fault that has moved recently and which is likely to move again and poses a risk to structures.
> Potentially active fault: A fault which is judged to be capable of ground rupture or shaking and poses risk for structures.
> Inactive fault: A fault which shows no evidence of movement in recent geologic time and is judged to have no potential for movement in the relatively near future.

FAUNAL: Pertaining to animals.

FEASIBLE: Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

FILL: A deposit of earth material placed by artificial means; any act by which earth, sand, gravel, rock, or any other material is placed, pushed, dumped, pulled, transported, or moved to a new location above the natural surface of the ground or on top of the stripped surface and shall include the conditions resulting therefrom. The difference in elevation between a point on the original ground and a designated point of higher elevation on the final grade.

FIRE FLOW: The delivery rates and pressure of water that should be maintained to adequately halt and reverse the spread of fire.

FISH LADDER: A structural device used by migrating fish (i.e., salmon, steelhead trout) enabling them to move up-stream to spawn.

FLOOD PLAIN: A lowland or relatively flat area adjoining inland or coastal waters that is subject to flooding.

FLOOD PLAIN, 100 YEAR: The area subject to flooding in a major storm which has the potential for occurring once during a 100 year period.

FLOODWAY: A channel for passing floodwaters.

FLORAL: Pertaining to flowers.

FLOWS: Movements of water, mud or other materials and objects.

FRANCISCAN FORMATION: A geologic formation composed of sandstone, shale and other various materials, forming the base for all of the City of Pismo Beach.

GEOMORPHOLOGY: That branch of both physiography and geology which deals with the form of the earth, the general configuration of its surface, and the changes that take place in the evolution of landform.

GOAL: The ultimate purpose of an effort stated in a way that is general in nature and immeasurable. Example: "To enhance the open space amenities of the community."

GRADUATED PAYMENT MORTGAGES (GPM): A home mortgage based upon the concept that lower annual debt costs in the early years of the mortgage, which would increase over time, would make home ownership possible for more people. GPM's typically allow the buyer to make reduced annual payments over the first several years of the loan, gradually increasing to a level monthly payment in approximately the seventh year.

GROIN: A shore protection structure build (usually perpendicular to the shoreline) to trap littoral drift or retard erosion of the shore.

GROUNDWATER: Subsurface water in the zone of saturation.

GROUNDWATER BASIN: Subsurface water reservoir.

gpcd: Gallons per capita per day.

GROUP QUARTERS: Housing for persons who are not members of households. The most common types of group quarter population consist of persons living in institutions, rooming houses, military barracks, college dormitories, fraternity or sorority houses, convents, missions and ships.

HABITAT: The natural environment of a plant or animal.

HANDICAPPED: Persons having a physical impairment or mental disorder which is expected to be of long-continued or indefinite duration.

HECTARE (ha): Metric unit of measurement. Equals 2.47 square miles.

HERTZ (hz): A unit of frequency equal to one cycle per second.

HILLSIDE: The steeper part of a hill between its summit and the drainage line, valley flat or depression floor at the base of the hill.

HOLDING CAPACITY: See storage capacity.

HOUSEHOLD: All persons occupying a housing unit.

HOUSING AUTHORITY: An agency that is responsible for obtaining funding and administering it to resident's who require assistance in obtaining housing.

HOUSING UNIT: The place of permanent or customary and usual abode of a person, persons, or family including a single family dwelling, a single unit in a two family dwelling, multi-family or multiple dwelling, a unit of a condominium or cooperative housing project, a non-housekeeping unit, a mobile home, or any other residential unit which either is considered to be real property under State law or cannot be moved without substantial damage or unreasonable cost.

HYDROLOGIC: Relating to hydrology.

HYDROLOGY: A science dealing with the properties, distribution and circulation of water on the earth's surface.

IMPLEMENTING ACTIONS: The ordinances, regulations, or programs which implement either the provisions of the certified local coastal program.

IMPLEMENTATION PROGRAM: A coordinated set of measures to carry out the policies of the general plan. Example: Open space action program for implementing open space policies.

IMPERVIOUS: Materials which do not allow for the passage of water.

INCOME: The sum of dollar amounts of money received as wages or salary income, net non-farm and farm self-employment income and all other income, including retirement pensions.

INCOME CATEGORIES:

Very Low Income Households: A household whose income does not exceed 50% of the median household income of the Standard Metropolitan Statistical Area (SMSA).

Low Income Household: A household whose income does not exceed 80% of the median household income of the Standard Metropolitan Statistical Area (SMSA).

Moderate Income Household: A household whose income does not exceed 120% of the median income of the Standard Metropolitan Statistical Area (SMSA).

Median Income: The median is the middle value in an array of ungrouped data where the values are arranged in order of magnitude. Median income is that value which divides the income distribution into two equal parts.

INCORPORATED TERRITORY: Land within the City limits.

INDICATOR SPECIES: Vegetation types which are characteristic of a certain biotic community.

INFILL: Development of vacant areas within existing developed areas of the City.

INFILTRATION RATE: The speed at which water enters the soil.

INFRASONIC: Having a frequency range below the range of human hearing.

IN-LIEU FEES: Cash payments required as a substitute for a dedication and/or improvement of land by an owner or developer.

IN-MIGRATION: The movement of people from one country, place or locality to another (i.e., into Pismo Beach).

INSULATING BARRIER: Walls, structures or landscaping primarily constructed to block noise.

INUNDATION: The area which would be flooded.

INTERNMENT: To be detained or confined.

INTERSTITIAL: The small space or crevice between things.

INTERTIDAL: The region between the extremes of high and low tide.

KIOSK: A small light structure with one or more open sides.

LANDSLIDE: A general term for the falling of a mass of soil or rocks.

LAND USE PLAN: The relevant portions of a local government's general plan, or local coastal element which are sufficiently detailed to indicate the kinds, location, and intensity of land uses, the applicable resource protection and where necessary, a listing of implementing actions.

Ldn: Day-night noise level, a function of average day-time and night-time noise levels (in decibels) with 10 decibels added to the night-time levels as a penalty for increased impact.

LEACHING: A process in the soil in which water moving downward carries and removes the minerals.

LEAST-COST HOUSING: The lowest cost home which may be constructed without federal aid.

LITTORAL ZONE: An indefinite zone extending seaward from the shoreline to just beyond the wave breaking zone.

LIQUEFACTION: A process by which water-saturated granular soils are transformed from a solid to a liquid state because of a sudden shock or strain.

LOCAL COASTAL ELEMENT: That portion of a general plan applicable to the coastal zone which may be prepared by local government pursuant to this division or such additional elements of the local government's general plan.

LOCAL COASTAL PROGRAM: A local government's land use plans, zoning ordinances, zoning district maps, and implementing actions which, when taken together, meet the requirements of, and implement the provisions and policies of, the California Coastal Act of 1976.

LOCAL GOVERNMENT: Any chartered or general law city, chartered or general law county, or any city and county.

LONGSHORE: Parallel to and near the shoreline.

MANUFACTURED HOUSING: Constructed off-site typically in a factory, includes mobile homes, modular homes, component and unitized housing.

a. Manufactured Housing or Manufactured Home: A home built in a factory t the specifications of the National Manufactured Housing Construction and Safety Standards Act of 1974, transported over the highways to a permanent occupancy site, and installed on the site.

b. Factory Built Housing or Factory Built Home: A home built in a factory to the specifications of the California Factory Built Housing Code and transported over the highways to its permanent occupancy site, where it must be placed on a permanent foundation. Factory built homes are commonly known as "modular homes".

MARSH: An area of soft, wet, or periodically inundated land, generally treeless and usually characterized by grasses and other low growth.

MARSH, SALT: A marsh periodically flooded by salt water.

METER (m): Metric unit of measurement equals 39.37 inches.

mgd: million gallons per day.

MITIGATION: The substantial reduction, but not necessarily elimination of an impact.

MONTEREY FORMATION: A geologic formation consisting of cherty shale, dolomitic siltstone, and tuffaceous siltstone.

MORPHOLOGY: The biologic study of the form and structure of organisms.

MULTIPLE DWELLING UNITS: Duplexes, triplexes and fourplexes.

MULTI-FAMILY UNITS: Projects or developments of five attached units or more.

MULTIPLE VALUE CONCEPT: The importance of a resource based on several reasons rather than one. For example, the protection of open space may be important on an aesthetic as well as recreational basis.

NA: "No available information".

NET-MIGRATION: The sum of in-migration and out-migration.

NATURAL INCREASE: Population increase based strictly on births and deaths, excluding migration.

NO FRILLS HOUSING: Housing that is smaller and does not contain some of the more costly amenities such as air conditioning, multiple bathrooms, larger garages, extra bedrooms or large lots.

NOISE EMISSION STANDARDS: Regulations set by the Environmental Protection Agency governing maximum noise limits.

OBISPO FORMATION: A geologic formation consisting of fine-to-coarse grained tuff.

OPALINE: Resembling opal (a mineral).

OPEN SPACE: That part of the countryside which has not been developed and which is desirable for preservation in its natural state for ecological, historical or recreational purposes, or in its cultivated state to preserve agricultural, forest or urban greenbelt areas.

ORGANIC: Derived from living organisms.

OUTFALL: Sewage, storm runoff, or cooling water discharged through a structure extending into a body of water.

OUT-MIGRATION: The movement of people out of a specified area.

OVERCROWDING: A condition when housing units provide insufficient living space to meet the needs of a household. A housing unit is determined to be overcrowded when there are 1.01 or more persons per room.

OVERDRAFT: An amount of groundwater extraction in excess of water recharge.

OVERLAY ZONE: Establishes development standards in areas of special concern (i.e., fault zones, historic districts, flood plains, and hillsides) over and above the standards applicable to basic land uses (i.e., commercial, residential, industrial).

OWNER-OCCUPIED HOUSING UNIT: A housing unit is owner-occupied if the census questionnaire respondent living in the unit reported that it was "owned or being bought" by someone in the household.

PACIFIC FLYWAY: The routes used by migratory birds along the Pacific Coast.

PALEONTOLOGY: A science dealing with the life of past geological periods as known from fossil remains.

PASO ROBLES FORMATION: Loosely consolidated gravel and well-rounded cobbles of Monterey chert or Franciscian lithologies.

PELAGIC: Living in open ocean.

PERCENTAGE SLOPE: A calculation derived from measuring the change in elevation on a site. Percentage slope equals the amount of elevation rise or fall, divided by the distance of land used to measure the change in elevation. For example:

$$\frac{\text{4 foot elevation change}}{\text{100 foot lot length}} = \frac{4}{100} = 4\% \text{ slope}$$

PERMEABILITY: Capacity for transmitting a fluid. It is measured by the rate at which a fluid of standard viscosity can move through material in a given interval of time under a given hydraulic gradient.

PERMIT: Any license, certificate, approval, or other entitlement for use granted or denied by any public agency.

PERMIT CONDITIONING: Specific conditions placed upon an approved permit.

PERENNIAL PLANT: A plant that normally lives for three or more years.

PERCOLATION: The process by which water flows through the interstices of a sediment.

PERSON: Any individual, organization, partnership, or other business association or corporation, including any utility and any federal, state, local government, or special district or an agency thereof.

PHOTIC ZONE: The upper water layer down to the depth of effective light penetration where photosynthesis balances respiration.

PHYSIOGRAPHY: A description of nature or natural phenomena.

PLANNED UNIT DEVELOPMENT (Planned Development:

Residential: A residential development with clustered residential uses, common open space ranging from a cluster of detached residences of a few acres to large development of 100 to 1000 acres.

A simple planned unit development contains a number of homes of the same type combined with common open space. A complex form may include a variety of housing types--detached single family houses,

townhouses, garden apartments and high-rise apartments--along with open space and common areas containing recreational and community facilities such as a swimming pool, a school, a community center or a variety of other accessory uses.

Non-residential: Planned unit developments are frequently referred to as PUD's. Planned industrial parks, shopping centers, office building parks or any development that comprises groups of buildings planned and built in pre-arranged relationship to each other and to the common facilities or properties may be considered planned unit developments.

PRESCRIPTIVE RIGHTS: Rights founded on or acquired by long standing custom or use.

POLICY: A specific statement guiding action and implying clear commitment. Example: "Recreational uses in wildlife refuges and nature preserves shall be limited to those activities which are compatible with maintaining the environment with a minimum of disruption, such as hiking or horseback riding."

PORCELANEOUS: Opaline.

PORT GOVERNING BODY: The Board of Harbor Commissioners or Board of Port Commissioners.

PRIME AGRICULTURAL LAND: Those lands defined in Section 51201 of the Government Code.

PUBLIC WORKS: All production, storage, transmission and recovery facilities for water, sewerage, telephone, and other similar utilities owned or operated by any public agency or by any utility subject to the jurisdiction of the Public Utilities Commission except for energy facilities. Also, all public transportation facilities, including streets, roads, highways, public parking lots and structures, facilities and stations, bridges, trolley wires, and other related facilities; all publically financed recreational facilities and any development by a special district; all community college facilities.

RARE: Uncommon.

RECONNAISSANCE: A preliminary survey of a region.

RECREATION, ACTIVE: Swimming, boating, tennis, hiking, riding, golf, ball-playing, diving, bowling, etc. Generally includes campgrounds, parking lots, and other support facilities, though these may not require the same location as the principal recreational use.

RECREATION, PASSIVE: Picnicking, sunbathing, fishing, birdwatching, windowshopping, etc. Generally does not require support facilities.

RENTER-OCCUPIED HOUSING UNIT: All occupied units which are not owner-occupied are classified as renter-occupied.

RESOURCE PROTECTION ZONE: A buffer area located near publically owned and operated areas in the coastal zone and designated by the Coastal Commission.

REVETMENT: Facing of stone or other material, either permanent or temporary, placed along the perimeter of a stream to stabilize the bank and to protect it from the erosive action of the stream.

RIGHT-OF-WAY: The right of passage over the property of another. More commonly right-of-way refers to the land on which a road or railroad is located.

RIPARIAN HABITAT: The natural ecosystem bordering a stream, lake or tidewater.

RISK: The degree of probability of loss or injury.

RUNOFF: The surface water flow or rate of flow over a given watershed after a fall of rain or snow melt.

SALT SINK: A saltmarsh formed by the deposition of sediments in runoff.

SCENIC CORRIDOR: The visible area outside the road's right-of-way, generally described as "the view from the road."

SEA: The Pacific Ocean and all harbors, bays, channels, estuaries, salt marshes, sloughs, and other areas subject to tidal action through any connection with the Pacific Ocean, excluding non-estuarine rivers, streams, tributaries, creeks, and flood control and drainage channels.

SEAL HAULING-OUT AREAS: Sites at which seals leave the water to rest.

SEA STACKS: Remnants of eroded bedrock which appear as small islands slightly off shore.

SECTION 8: A federal grant subsidy program for lower-income families, which helps them afford decent housing in the private market.

SEDIMENT: Solid material, both mineral and organic, that is suspension, is being transported, or has been moved from its site of origin by air, water, gravity, or ice and has come to rest on the earth's surface either above or below sea level.

SEDIMENTATION: The process by which mineral or organic matter is removed from its site of origin, transported and deposited by water, wind, or gravity.

SEEPAGE: A movement of fluid through a porous material.

SEICHES: Earthquake-induced waves in lakes, reservoirs, and harbors.

SEISMIC: Relating to seismology.

SEISMOLOGY: The study of earthquakes.

SELF HELP PROGRAM: Assistance provided to low and moderate income families, in the form of both money and technical assistance, for the construction of their own residence.

SEMI-PUBLIC LAND USE: Privately owned land or buildings open to general public use.

SENSITIVE RESOURCE COASTAL AREAS: Those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. Includes the following:

a. Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
b. Areas possessing significant recreational value.
c. Highly scenic areas.
d. Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.
e. Special communities or neighborhoods which are significant visitor destination areas.
f. Areas that provide existing coastal housing or recreational opportunities for low- and moderate-income persons.
g. Areas where divisions of land could substantially impair or restrict coastal access.

SETTLEMENT: To become compact by sinking.

SHALE: Fine-grained, sedimentary rock, derived from the compaction of clay, silt, or mud, characterized by its tendency to break into thin layers.

SHALL: Implies mandatory action.

SHARED APPRECIATION MORTGAGE (SAM): A home mortgage in which the lender acts as a partner in buying the home in exchange for a share of the future appreciation of the home The most common arrangement is for the lender to give the buyer a loan that is one-third below the prevailing market interest rate. When the home is sold (or after ten years, whichever is first), the lender receives one-third of the appreciated value.

SHEET FLOW: Water, usually storm runoff, flowing in a thin layer over the ground surface.

SHOULD: Implies less than mandatory action.

SILTATION: To become obstructed by silt.

SILTSTONE: Sedimentary rock derived from the compaction of dust-sized particles (slit). Similar to shale.

SLOPE: An inclined ground surface, the inclination of which is expressed as a ratio of horizontal distance to vertical distance. The face of an embankment or cut section.

SLUMP: A form of landslide in which a single large block of earth moves downward on a hillside.

SPECIAL DISTRICT: Any public agency, other than a local government, formed pursuant to general law or special act for the local performance of governmental or proprietary functions within limited boundaries. "Special district" includes but is not limited to, a county service area, a maintenance district or area, an improvement district or zone, or any other zone or area, formed for the purpose of designating an area within which a property tax rate will be levied to pay for a service or improvement benefitting the area.

SPECIAL TREATMENT AREA: An identifiable and geographically bounded forested area within the coastal zone that constitute a significant habitat area, area of special scenic significance, any any land where logging activities could adversely affect public recreation area or the biological productivity of any wetland, estuary, or stream especially valuable because of its role in a coastal ecosystem.

SPHERE-OF-INFLUENCE: A plan for probable ultimate physical boundaries and service area of a local agency. Area not controlled by the City, but considered to have a significant effect on City character.

STANDARD: Houses in this category appear to meet all building code requirements based on visual assessment and a check of available records. Houses in recently completed subdivisions are examples of this category. In addition, the structure should have no visible defects or only slight defects that could be repaired by the average homeowners during the course of regular home maintenance.

STANDARD METROPOLITAN STATISTICAL AREA (SMSA): An SMSA is a county or group of counties containing at least one city with a population of 50,000 or more plus adjacent counties that are metropolitan in character and are economically and socially integrated with the central city. San Luis Obispo County is not an SMSA.

STATE UNIVERSITY OR COLLEGE: The University of California and California State University and Colleges.

STORAGE CAPACITY: The maximum ability to accommodate, hold or store.

STRUCTURE: Any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

SUBDIVISION: The division of any improved or unimproved land for the purpose of sale, lease or financing.

SUBSIDENCE: The gradual, local settling or sinking of the earth's surface with little or no horizontal motion.

SUBSIDIZED HOUSING: Housing that is made affordable to low and moderate income persons with the aid of various public and private programs.

SUBSTANDARD UNITS: Houses in the category appear to have structural deficiencies based on visual evaluation, appraiser's records, and knowledge of the area. A substandard unit would contain several major and critical defects which prevent the structure from becoming a safe and adequate shelter. Critical structural defects would include substantial sagging of the floor or roof, damaged and unsafe chimneys, holes and open cracks, and rotted, loose, or missing materials over a large area of the foundation, walls or roof.

SUBTIDAL: The area of the marine environment which is continuously submerged.

SURGE CHANNELS: An erosional feature of the shoreline which is formed by the eroding away of soft cliff sediments forming a narrow channel into the cliff.

SWALE: A low lying stretch of land which gathers or carries surface water runoff.

TARRY HYDROCARBONS: Heavy oil compounds.

TERRACE, MARINE: An uplifted wave cut platform.

TERRESTRIAL: Of or relating to land.

TERTIARY: The tertiary period of geologic history.

TIDES, MINUS: Tides which are below the mean tide line exposing shoreline which is normally covered.

TRANSPIRE: The loss of water vapor from a plant.

TSUNAMI: A long-period wave caused by an underwater disturbance such as a volcanic eruption or earthquake. Commonly miscalled "tidal wave."

TUFF: Consolidated volcanic ash.

TUFFACEOUS: Consisting of tuff.

ULTRASONIC: Having a frequency above the audible range for man.

ULTRASOUND: Vibrations of the same physical nature as sound but with frequencies above the range of human hearing.

URBAN SERVICES LINE: The area, identified through official public policy, within which urban development will be allowed during a specific time period. Beyond this line, development is prohibited or strongly discouraged.

VACANCY RATE: The ratio between the number of vacant units in a designated area and the total number of existing units within that area.

VACANT FOR SALE: The number of units for sale expressed as percentage of all ownership housing units. A 1% vacancy rate is the critical point for determining a shortage of available ownership housing units.

VACANT FOR RENT: The number of units for rent expressed as percentage of all rental units. A 4.5% vacancy rate is the critical point for determining a shortage of available housing units.

VACANT HOUSING UNIT: A housing unit unoccupied at the time of the Census enumeration. Units temporarily occupied by persons having a usual place of residence elsewhere were classified as vacant. Vacant units under construction; units being used for non-residential purposes; and units unfit for human habitation, condemned or scheduled for demolition were excluded from the housing inventory.

VACANT SEASONAL AND MIGRATORY UNITS: Includes units intended for occupancy during only a season of the year and units used by migratory workers employed in farm work during the crop season. Vacation homes and second homes are included under this category.

VEGETAL: Plant growth.

VIEWSHED: An area bounded by topographic limits considered as common horizons and as scenic resources and settlements, acknowledged as of importance to the community.

WASTE WATER RECLAMATION: The re-use of water after processing by a sewage treatment plant.

WATERCOURSE: A permanent stream; intermittent stream; river; brook; creek; channel or ditch for water, whether natural or man made.

WATERSHED: The total area above a given point on a stream that contributes water; its flow; the entire region drained by a waterway or which drains into a lake or reservoir.

WETLANDS: Areas that are permanently wet or intermittently covered with water, such as swamps, marshes, bogs, muskegs, and overflow land of river valleys. Also, land types, such as salt marshes and brackish marshes, subject to saline and tidal influences.

WILL: Implies mandatory action.

ZONES, MARINE: Consists of the open ocean overlying the continental shelf and its associated coastline.

ZONING ORDINANCE: An ordinance authorized by Section 65850 of the Government Code, or, in the case of a charter city, a similar ordinance enacted pursuant to the authority of its charter.

20 DEGREE RULE: Establishes a zone between the 50 foot setback line and the line determined by extending inland to a point formed by a 20 degree angle from the horizontal plane at the base of a cliff or bluff. Within this zone a geologic study shall be required for all development.